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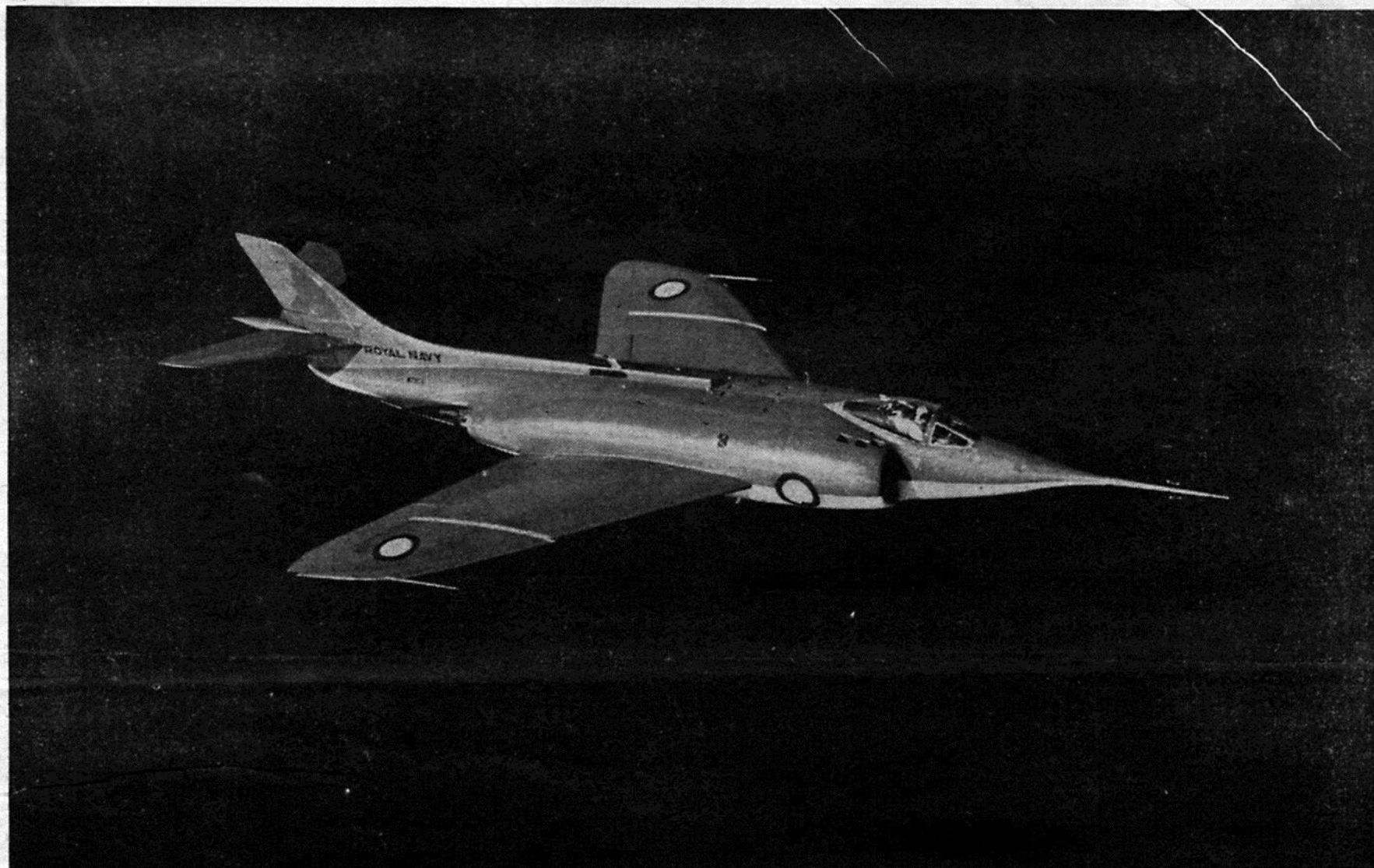
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No. 30 NOVEMBER, 1956

Published first Thursday of the month

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SPEED IN SILHOUETTE



The Supermarine N.113. This aircraft, which could carry an atomic bomb, is not yet in operational service, but it has flown off the flightdeck of H.M.S. ARK ROYAL

DRAFTING FORECAST

Commissioning Programme

PORTSMOUTH

FOR GENERAL SERVICE

December 4, 1956: H.M.S. Dainty* commissions for service in Mediterranean and Home Fleets.

December 5, 1956: H.M.S. Carysfort* commissions for service in Mediterranean and Home Fleets.

February 6, 1957: H.M.S. Bulwark commissions for General Service.

March, 1957: H.M.S. Armada commissions for service in Mediterranean and Home Fleets.

FOR FOREIGN SERVICE

December, 1956: H.M.S. Comus* recommissions at Singapore for Far East Station.

Note.—The ships' companies of ships marked * have been completed.

CHATHAM

FOR GENERAL SERVICE

October 18, 1956: H.M.S. Loch Alvie commissions for General Service in East Indies and Persian Gulf and Home Service.

November 20, 1956: H.M.S. Defender and H.M.S. Delight commission for General Service—Mediterranean and Home Service.

November 8, 1956: H.M.S. Vidal commissions for two year Surveying Commission on West Indies Station.

January, 1957: H.M.S. Birmingham at Chatham, General Service, One year Overseas and six months' Home Service.

January, 1957: H.M.S. Shackleton at Sheerness, Home Survey Service in place of H.M.S. Scott.

FOR FOREIGN SERVICE

November, 1956: H.M.S. Cheviot commissions at Singapore for 18 months' Foreign Service on Far East Station

DEVONPORT

FOR GENERAL SERVICE

November 20, 1956: H.M.S. Daring recommissions for General Service (Home/Mediterranean).

January, 1957: H.M.S. Salisbury (A.D. Frigate) completes to full complement for Home Sea Service.

February 5, 1957: H.M.S. Barfleur and H.M.S. St. Kitts recommission for General Service (Home-Mediterranean).

February 26, 1957: H.M.S. Eagle recommissions.

February 26, 1957: H.M.S. Russell commissions for Home Sea Service.

March, 1957: H.M.S. Ulster commissions for General Service (Home/America and West Indies).

FOR FOREIGN SERVICE

November 19, 1956: H.M.S. Cardigan Bay (A.S. Frigate) commissions at Singapore for Foreign Service (Far East).

February 1957: H.M.S. Consort recommissions for Foreign Service at Singapore for Foreign Service (Far East). Cook recommissions for Surveying.

(Subject to correction.)



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Navy News

EDITOR
Rev. W. J. B. Tregenna-Piggott,
O.B.E., F.R.G.S., R.N.
Royal Naval Barracks, Portsmouth
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EDITORIAL

NAVY NEWS offers its congratulations to the First Sea Lord on his promotion to Admiral of the Fleet. He has devoted his life to the Service, which holds him in great affection, and we are all proud that he has been honoured in this way.

The First Lord, the Right Honourable Viscount Hailsham, Q.C., supplementing his promise to meet as many officers and men as possible, has visited the Portsmouth, Plymouth, Home, Air, Nore and Scottish Commands. On October 26 he inspected H.M.S. Girdleness.

We congratulate Mr. Wookey, Senior Commissioned Diver, R.N., of H.M.S. Reclaim, for his magnificent achievement in establishing a new world record for deep-sea diving. We include a full account of the dive and an article on deep-sea diving which we feel will be of great interest.

It will be noticed that with this issue the sub-title of the paper has been dropped. NAVY NEWS, formerly the official newspaper of the Portsmouth Command, has expanded to cover other commands and the Royal Naval Association.

We regret that we were not able to publish any book reviews in our last issue. Many ship librarians look to these reviews for guidance in their choice of books. We hope to make this a regular feature.

The ships postcard gift scheme has had an amazing success, and eventually we shall cover most of the ships of the Royal Navy. It is hoped that the next two ships to be featured will be H.M.S. Chevron and H.M.S. Zest. We have produced our own NAVY NEWS Album, which will contain 36 photographs and is on sale from the Editorial Office at a cost of 5s., including postage. We suggest that this album would make an excellent Christmas present at a very low cost.

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Officer Receives American Medal



"For effecting the rescue of a United States Naval aviator during operations against enemy forces in Korea on July 19, 1950," Lieut.-Cdr. Peter Cane, R.N., received the United States Air Medal from Rear Admiral Arthur H. Taylor, U.S.N., U.S. Naval Attache and Naval Attache for Air in London, at the Admiral's headquarters on September 20.

The citation, read by Admiral Taylor, was as follows:—"For meritorious achievement in aerial flight as pilot of a Sea Otter Amphibian, attached to H.M.S. Triumph, during operations against enemy aggressor forces in Korea on July 19, 1950. Despite the imminent danger of interception by enemy aircraft, Lieut.-Cdr.

Cane piloted his plane, without escort, a distance of one hundred and ten miles over hostile waters and skillfully landed his aircraft in heavy seas off the coastal city of Wonsan, Korea. After effecting the rescue of a downed United States aviator, he executed an excellent take-off and returned with his passenger to the Triumph. Lieut.-Cdr. Cane's outstanding airmanship, courage and devotion to duty were in keeping with the highest traditions of the Naval Service."

Rear Admiral Arthur H. Taylor, U.S.N. (left) pins Air Medal on Lieut.-Cdr. Peter Cane's uniform jacket as his wife, Margaret, and son, Michael, look on.

H.M. Yacht Britannia's Programme

H.M. YACHT Britannia arrived at Mombasa on October 9 to await the arrival of His Royal Highness The Duke of Edinburgh on his journey to Australia for the opening of the Olympic Games. The programme for the Britannia includes visits to Ceylon, Malaya and New Guinea on the outward journey and subsequently to New Zealand and Islands in the Southern Ocean and the South Atlantic.

The present intention is for the royal yacht to carry out the following visits:—

October 9: Mombasa (Kenya) (Duke of Edinburgh embarks, 16th).
October 25: Colombo (Ceylon).
October 27: Trincomalee (Ceylon).
October 31: Singapore (Malaya).
November 10: Port Moresby (Papua).
November 11: (Duke of Edinburgh disembarks).
November 14: Brisbane (Australia).
November 17: Sydney (Australia).
November 29: Melbourne (Australia).
November 30: (Duke of Edinburgh embarks).

December 11: (Duke of Edinburgh disembarks).
December 15: Port Lyttelton (New Zealand).
December 16: (Duke of Edinburgh embarks).
December 19: Chatham Island (New Zealand).
January 1, 1957: *Deception Island (Antarctica).
January 7: Port Stanley (Falkland Islands).
January 9: Fox Bay (West Falklands).
January 12: South Georgia (Antarctica).
January 16: Gough Island (South Atlantic).
January 17: Tristan da Cunha (South Atlantic).
January 22: St. Helena (South Atlantic).
January 25: Ascension Island (South Atlantic).
January 29: Bathurst (Gambia) (Duke of Edinburgh disembarks 31st).
February 7: Portsmouth.

*NOTE.—The programme from Deception Islands onwards is approximate and dates may be changed by up to four days.

In Memoriam

Naval Airman I. J. K. Byrne, LFX 786228, R.N. Air Station, Culdroe, September 20, 1956.

Sub-Lieut. G. J. Meredith, Royal Navy, H.M.S. Bulwark, October 4, 1956.

Acting Petty Officer W. J. V. Samphier, P/NX 51039, at home, October 6, 1956.

Lieut.-Cdr. H. G. Tanner, R.N.V.R., R.N. Air Station, Stretton, October 7, 1956.

Acting Sub-Lieut. R. Davies, Royal Navy, R.A.F. Station, Valley, October 12, 1956.

Junior Seaman B. J. Hodgkinson, P/J 948879, Royal Naval Hospital, Portland, October 15, 1956.

Queen's Commendation

THE AWARD of the Queen's Commendation for brave conduct to Mr. Peter Augustine Maas, a Mate in Admiralty yard craft, is announced in "London Gazette" recently. His home is at River Drive, Strood, Kent.

During the laying of anchor leads at Pontoon Hard, Upnor, near Rochester, on April 10, a skilled labourer working in a harbour launch was pulled overboard into the River Medway when his foot became caught in a coil of mooring wire which he was paying out.

Mr. Maas was in charge of a dockyard tug also engaged in the work and he was in the wheelhouse of the vessel when the alarm was given. He

immediately went to the harbour launch, which was manoeuvred into the position where the man was thought to have gone overboard.

Mr. Maas, who had already partly undressed, dived overboard in an attempt to locate and rescue the man. When he was unable to do so, he swam to a nearby Army motor boat in the hope that the labourer might have come to the surface near it.

After being taken from the water by a dinghy, he took part in unsuccessful attempts to locate the wire with a grapnel.

The body of the skilled labourer was released from the wire and recovered twenty minutes later.

Victory Car Rally

AT THE express wish of the Commodore of the Royal Naval Barracks, Portsmouth, in order to provide some form of relaxation and entertainment for the personnel of this establishment, a car rally in the form of a skilled driving test took place on the parade ground of R.N.B. on Tuesday, October 9.

The event which consisted of five tests, viz a "Le Mans" start, manoeuvring test, reversing test followed by another reversing test for service

Ford 8 in a time of 2 min 19 sec., and third was Writer Fleming in a time of 2 min. 19.8 sec., whilst the winner of the wooden spoon was Lieut.-Cdr. T. Brown who completed the course in a Riley in a time of 3 min. 27.4 sec. Lieut.-Cdr. P. Brown was singularly unfortunate in that owing to a misunderstanding, he touched the rear of the "garage" in the reversing test and thus earned 10 penalty points otherwise he would have been an easy winner.



Photo: "Portsmouth Evening News"

drivers only and a Monte Carlo Wiggle Wobble, was open to all officers and ratings of the Royal Naval and Duchess of Kent Barracks.

No fewer than 23 competitors entered from all ranks and departments and great skill and enthusiasm was displayed in attempting the intricacies of the various tests, the Commodore himself impressed all by his immaculate driving in the last event and it was a great pity that with such a large car he was virtually debarred from competing in the other events. There had been considerable misgiving amongst some drivers that the normal small family saloon would be at a considerable disadvantage when competing against sports and semi-sports cars, but it was amply demonstrated that these misgivings were completely unfounded when the first prize was won by C.P.O. Thompson driving a large Humber in a time of 2 min. 14.8 sec. Second place went to Lieut.-Cdr. P. Brown in a pre-war

The Service drivers event which took place over the course for the reversing test was won by L./Sea. Horne driving a staff car in a time of 16.8 sec. For this test each of the drivers competed in the same car over a timed course.

It was particularly gratifying to see the girls competing and although none of them managed to secure a prize, they put up a very good show and will no doubt have acquired a few "wrinkles" which they will use to telling effect in future events of this kind.

Interest has now been aroused and it is hoped that further and similar, if not better, support will be forthcoming for future events, and if the success of this rally is any criterion, these should be both amusing and instructive, particularly at the present time when, with so many fatal accidents occurring on the roads daily, it behoves every road user to become as competent and skilful as possible.

Nuffield Trust for the Forces of the Crown

IN 1939 Lord Nuffield founded the Nuffield Trust for the Forces of the Crown. As the result of this most generous action the vast sum of two million pounds has already been distributed for the benefit of men and women in the Forces at home and overseas.

Grants have been made to cover the cost of tennis and squash courts; cricket mats; boxing rings; judo equipment; sailing and rowing boats; radio diffusion; T.V. installations; fencing equipment; camping and climbing equipment.

These grants also cover general amenities in daily use, e.g., radios; bicycles; all types of sports gear; skis; stage accessories; cinema equipment; soft furnishings and domestic appliances; hobbies club equipment; musical instruments and garden furniture.

Requests, large or small, are considered with equal care and interest and grants are made where the need appears to be the greatest.

The swimming pools in Singapore and Gibraltar owe their existence to the Nuffield Trust. Other pools in Malaya and Aden and in this country have been assisted financially.

The Nuffield Club for Junior

Officers, Eaton Square, was the first of its kind to be opened in London during the war and is still going strong.

The Nuffield Centre for Other Ranks, situated in the heart of London, also opened during the war, which provides good food and varied entertainment, has just celebrated a visit from its nine millionth guest. From this it is obvious that there is something for everybody in the Centre.

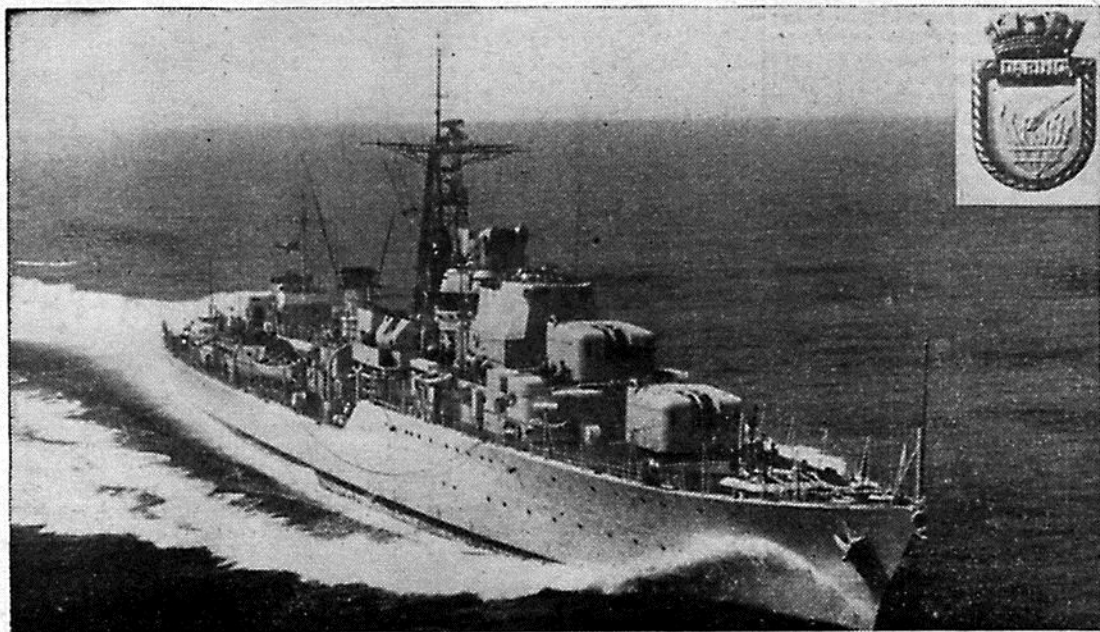
Other clubs have been assisted financially in Malta, Chatham, Rosyth, Hong Kong, Aldershot, Plymouth, Colchester, Torquay, Nuneaton, Tidworth, St. Leonards and Devonport.

The Nuffield United Services Officers' Club, Portsmouth, is residential and is unique inasmuch as it provides every kind of sporting activity, e.g., rugger, soccer, hockey, cricket, tennis, bowls, squash, badminton, skittles and billiards.

All these are peace-time activities and by no means tell the whole story of the Trust, but enough to show that everything is being done to fulfil the inspired conception of Lord Nuffield and his wish to benefit all ranks of H.M. Forces in perpetuity.

SHIPS OF THE ROYAL NAVY

No. 14—H.M.S. DARING



H.M.S. DARING, the first of the Daring Class destroyers, was accepted into the service of the Royal Navy during February, 1952 from her builders, Messrs. Swan Hunter and Wigham Richardson Ltd.

She and her seven sister ships—are the largest destroyers ever ordered by the Navy. They have been described as comparable with light cruisers of 20 and 25 years ago, but much more powerful, and suited to carry out the functions normally assigned to small cruisers.

H.M.S. Daring's peacetime complement, as a squadron leader, of more than 300—22 officers and 286 men—is considerably larger than that of

any destroyer now in commission, and is made necessary by the increasing amount of highly technical equipment carried in this new class of ship.

H.M.S. Daring was laid down in 1945 and launched on August 10, 1949, having been designed during World War II for possible use against the Japanese. She is of all welded construction and incorporates many lessons learnt during the war. She is powered by geared steam turbines, manufactured by the Wallsend Slipway and Engineering Co., Ltd., of Wallsend-on-Tyne, and is of advanced design.

Every effort has been made to

provide for the comfort of the ship's company. Great care was taken when the ship was designed to ensure that the layout of accommodation spaces was the best possible. Her galleys are fitted with electrical cooking apparatus, she has a modern laundry, bathrooms for the ship's company are fitted with stainless steel basins, and she has many mechanical labour-saving devices for cleaning ship. The electrical installation is 220-volt D.C.

The extreme length of the ship is 390 feet (366 feet between perpendiculars). She has a beam of 43 feet and a maximum draught of 12 feet 6 inches. Her armament includes 12 guns, six of them of 4.5 in. calibre, and two pentad torpedo tubes.

Motoring Notes

AT THE time of preparing these notes the writer has just returned from the Motor Show at Earls Court and is now suffering badly from mental indigestion. After reading the highly coloured press reports and comparing them with his own reactions he is somewhat bewildered and bemuddled, in the words of a well-known song.

However, fortified by a couple of noggins and a pipe or so of tobacco at shoredale prices, but also somewhat jaundiced by the realisation that his store of liquor in the sideboard is almost depleted, a few remarks on the Motor Show seem to be inevitable.

The Motor Show

Unfortunately the past twelve months since the last Motor Show has been the toughest on record in the post-war era for our car manufacturers. Everything has happened in this period—the credit squeeze, reduction in imports into Australia and New Zealand, and serious labour disputes. In face of these difficulties, which resulted in a serious decline in sales, it is probably asking too much to expect a revolution this year and to find anything really outstanding.

In actual fact this year's answer to

the growth of foreign competition amounts to very little. It all adds up to the same cars in brighter colours, detail improvements in many cases such as larger rear windows, larger engines in the Morris Minor and Austin A35, and elimination of the clutch pedal in a few makes such as the Standard Ten and Austin A50 provided you are prepared to pay for the privilege.

More Complications

Fully automatic transmission is of course universally accepted in America and the growth of automatic and semi-automatic transmissions in answer to the demand for ease of driving is a powerful aid to our dollar exports. Nevertheless, as one who handles a considerable number of guarantee claims on conventional cars, your correspondent and his staff are keeping their fingers crossed that they will not be inundated with an increasing crop of guarantee claims as repair work gets more complicated.

How refreshing it would be to see a plain straightforward family car without any expensive frills for under £500 as a successor to the obsolescent Ford Popular. Until such a car appears the German Volkswagen seems

destined to have an unopposed market for a further twelve months or so.

Bond Minicar

One answer to the problem of cheap motoring is found in the comparatively inexpensive Bond Minicar (de-luxe two-seater with self-starter £304). The writer had the use of one recently for a week-end and is quite converted to them.

Admittedly the first impression one gets is that of driving a motorised lawn mower. This is due to the two stroke single cylinder engine which forms a unit with the steering system. As a result there is a considerable amount of direct mechanical feel about the steering but once this has been accepted one rapidly discovers the advantages of this remarkable little car. The front seating accommodation is really amazing and exceeds that of most normal cars, whilst the upholstery and finish is extremely good. The performance is, of course, not comparable with the more powerful cars, nevertheless a cruising speed of 40 to 50 m.p.h. is easily attained with a fuel consumption of 80 to 90 m.p.g., plus an annual licence of only £5 which is surely food for thought.

If you are not a road hog and you require economical and comfortable transport then the Bond is well worth considering.

A Motto

Up to 55 m.p.h. a man is driving a car: after that he is aiming it.

SALVAGE OF KOREAN TANKER

On September 21, news was received in the Admiralty that the Korean tanker Chunchi had gone aground off the southern tip of the Malay Peninsula, with a cargo of 5,000 tons of Jute Bathing Oil, and that the Fleet Tug Enigma and H.M.S. Barfoil were attempting to re-float her. This was successfully accomplished on the 23rd, when she was towed into Singapore. H.M. Malayan ship Pelandok also assisted in the operation.

Naval divers who helped in the salvage of the S.S. Chunchi are taking a well-earned rest.

(See picture on Page 6)

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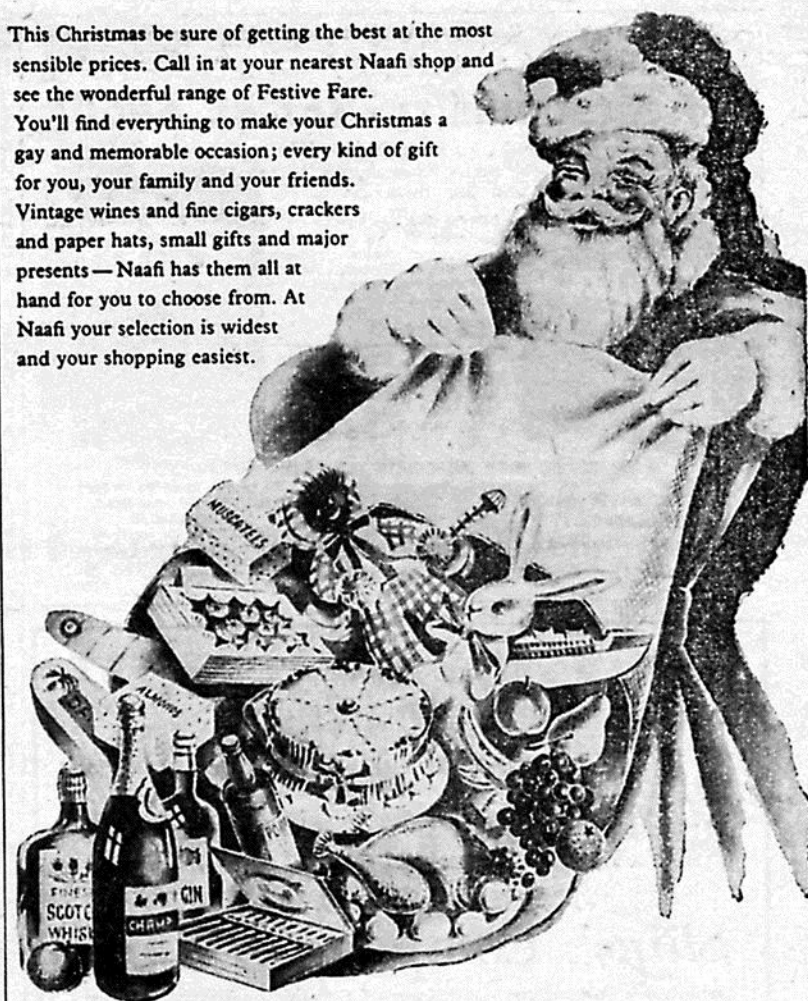
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SHIPS OF THE ROYAL NAVY

No. 14—H.M.S. Daring

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W.R.N.S. NOTES . . .

H.M.S. Victory

OCTOBER HAS been a fairly busy month for the W.R.N.S. unit. During the afternoon of September 28, as part of the annual passive Defence inspection, two Wren officers and six Wren ratings manned the telephones in the headquarters. The remainder of the Wrens took cover in the air-raid shelters with the rest of the Barracks personnel.

The Commander-in-Chief inspected divisions and took the salute at the march past on October 5. Three platoons of Wrens took part and were complimented by the Commander-in-Chief for "putting up a brave show" in spite of inclement weather.

First Officer Sturdee, Leading Wren Davies and Wren Nash took part in the Victory Car Rally on October 9; though they failed to win a prize, they thoroughly enjoyed the afternoon.

The Victory Girl Cadets took part in the Annual Trafalgar Day parade for the Cadet Corps on October 14.

H.M.S. Collingwood

We congratulate Second Officer R. S. King on her recent promotion and wish her the very best of luck in her new appointment as Staff Officer, Tay Division, W.R.N.V.R. We welcome Third Officer B. Dale, our new Quarters Officer.

Royal Marine Barracks, Eastney

The Wrens of R.M. Barracks have been forming netball, hockey and other teams for the winter season. They helped to form a mixed hockey team to play against an Army unit at Haslar.

W.R.N.S. were present at the unveiling by the High Commissioner for South Africa of a memorial to South African officers who were killed whilst serving with the Royal Marines during World War II.

H.M.S. Excellent

A hectic month, during which we kept fit with the following:—

Hockey

Our team played and beat Mercury 5-1, but lost to Vernon 4-2. Matches have also been played on the Island against our various branches.

Badminton

Still "knocking up" so far. An invitation is extended to any neighbouring units who are interested and would like to visit Excellent for a practice. This invitation is open to all Wrens who should contact P.O. Wren J. Streeter, Dockyard Ext. 5205.

Netball

We have got our team together, and play our first inter-unit match shortly.

Fencing

Although very stiff the following day, we find fencing great fun and very slimming!

.22 Rifle Competitions

The Excellent Wrens have combined with the S & S Branch (five Wrens and three S & S) for the H.M.S. Excellent .22 League. At the moment we are second, two points behind the chief petty officers.

H.M.S. Vernon

Forty-five Wrens were required for a "Division Scene" for the film "Off the Record" starring A. E. Matthews and Eunice Gayson. They were required to "march past" in an Admiral's inspection; the weather and the arrival of a helicopter rather impeded the march and many attempts were made before an effective shot was obtained. Twenty-eight Wrens from Vernon and 18 from Victory, with Third Officer Carmichael in charge, and Chief Wren Robinson, took part.

The Wren cooks, stewards and writers of H.M.S. Vernon went to sea on two occasions. Small parties with Chief and Petty Officer Wrens in charge went on board H.M. Ships Causton, Laleston and Beachampton. The weather was good and everyone enjoyed themselves.

H.M.S. Mercury

On October 10 the Commander-in-Chief inspected H.M.S. Mercury. He arrived at 10.15 and inspected Divisions, then took the salute at a march past of ship's company. After Divisions he inspected the Establishment, including W.R.N.S. quarters.

On the same day the programme "Hullo Mum" was broadcast from Mercury, and five W.R.N.S. ratings took part. They are all hoping to be "discovered" now.

Sport

Our hockey team has played three friendly matches, beating Daedalus and Victor and losing to Excellent.

Out of Uniform



With a two-way rib, there is nothing like a fishnet sweater for keeping winter chills at bay. This one from the Morley autumn range has horizontal ribbing forming the saddle shoulder and a becoming wide collar. Glamorous in white, it is also obtainable in several other attractive shades

Friendly Wives

GOSPORT AND FAREHAM BRANCH

GOSPORT AND Fareham Friendly Wives held their second meeting of its season in Sloane Stanley Hall, Gosport, on October 4. Cdr. Thomas, R.N. (Rtd.), very kindly came along and gave us a talk on antiques and rare stones; he passed round for our inspection various gems he had brought back from his travels abroad; we also enjoyed very much the story attached to the pearls and other stones he brought back with him. We all spent a very enjoyable afternoon indeed. On October 11 some of our members were invited to tea at Trafalgar Club, Portsmouth; we all enjoyed a lovely tea, and after the ceremony of handing over our year's collection of ships halfpennies, collected in aid

of Trafalgar Club, we all sat back and enjoyed music provided by a threesome band and entertainment by a comedian.

Our jumble sale is being held on Thursday, November 1, and will members please note we now have a nurse in residence at our meetings to look after the small children in the play room.

Our meetings are held on the first Thursday of each month, and all new members are welcomed; we have a gay and interesting programme for the coming year.

NORTH END BRANCH

OUR MEETING was held on Tuesday, October 2, at the Fisher Hall, Whale Island. We were very pleased to welcome Mrs. Winter, secretary

for the Friendly Wives in the Portsmouth Area, to the meeting.

Mrs. Chevasse gave a most interesting talk on "Naval Life in Ceylon." A vote of thanks to her was proposed by Mrs. Terreau.

The raffle was for bulbs, ginger, and flowers, and the winners were: Mrs. Masters, Mrs. Casement, and Mrs. Tunnell.

A number of members went to the Annual General Meeting in London, which they much enjoyed.

At our next meeting on Tuesday, November 6, we are looking forward to a visit from Lady Reyne and her choir. The meeting will begin at 2.15 p.m. instead of the usual time. Will members please note this.

SOUTHSEA BRANCH

THIS MONTH we had an interesting and unusual speaker at our meeting on October 8. He was Mr. William H. Binning, the Appeals Organiser for the Guide Dogs for the Blind Association, who is himself blind. He was accompanied by his guide dog Sally. Mr. Binning gave us a most interesting account of the way in which guide dogs are trained and the manner in which funds are raised for this training. After his talk he answered many questions on all aspects of guide dog training.

A parcel of groceries given by Mrs. Dore was raffled, the winner being Mrs. Lynch.

The sewing party and stallholders are busy making preparations for our annual Sale of Work, which is being held in the Victory Theatre, Royal Naval Barracks, on Monday, November 12, at 2.30 p.m. Lady Creasy has kindly consented to open the sale. The extra room in the theatre should enable the goods to be displayed to better advantage, and it is hoped that a large number of Friendly Wives and their friends will come along and support us. The admission fee of 1s. will include tea.

H.M.S. VERNON BRANCH

Sale of Work

MEMBERS HAVE been extra busy since the last meeting, both at the sewing meetings and at home, in preparation for our Sale of Work which the Countess Mountbatten of Burma, C.I., G.B.E., D.C.V.O., is most kindly opening on Wednesday, November 14. We are all looking forward to this date with great enthusiasm.

Annual Central Council Meeting

The first main event of the month was the visit to the annual central council meeting at Admiralty House, Whitehall, on Wednesday, September 26. We ran a coach which, with 27 members, left H.M.S. Vernon at 9.15 a.m. and, having stopped for coffee at Hinchinbrook and for lunch at Kingston, arrived in good time for the meeting.

A full account of the meeting appeared in last month's edition of NAVY NEWS, but we must express the pleasure we all felt at the presence

of the First Lord and the First Sea Lord, whose talk was such an inspiration.

Branch General Meeting

Our October general meeting was held in the Wardroom Annexe, at 2.15 p.m. on Wednesday, October 10. Mrs. J. Grant presided, opening prayers were said by the Rev. C. Prior, and the pianist was Mrs. Riley.

Mrs. Orchard, hon. secretary, Central Council, gave us a short history of the R.N.F.U.S.W., with which she has been associated since her marriage in 1919, and left us with the impression that the tradition already established was well worth working for and living up to.

The talk was followed by a film, made in Vernon, about the Royal Tournament, with special reference to the Portsmouth Command item, "A Convoy Night Action." This excellent production recalled pleasant memories to those who had visited the Tournament this year.

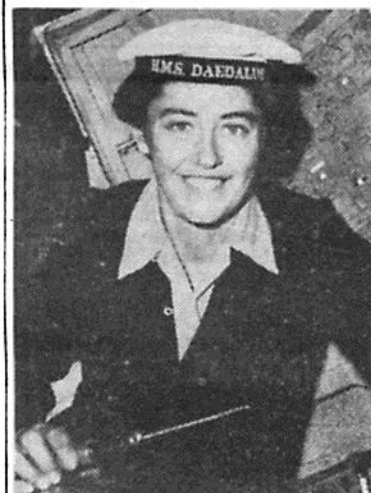
We were very pleased to have with us at the meeting, Mrs. Casement, chairman of North End Branch, Mrs. Thompson, chairman of Southsea Branch, and several new members. Having welcomed them, our chairman expressed the regrets of the Branch that our vice-chairman, Mrs. Wilkin, would be leaving us as her husband had been appointed away. She thanked Mrs. Wilkin for all her loyal support during her period of office, and hoped very much to see her whenever a visit to the Branch was possible. We are grateful that Mrs. Williamson-Jones, wife of Capt. R. Williamson-Jones, the supply officer of H.M.S. Vernon, has kindly consented to be our new vice-chairman.

Our thanks are due to Mrs. Marchant and her results committee, to Wren Shearns for so ably looking after the children, and to Mrs. Ainsley who so kindly gave the prize for the raffle.

THE HAVANT BRANCH

AT THE well attended meeting of the Havant Branch on Tuesday, October 23, it was decided to open a Branch of the R.N.F.U.S.W. at Havant. The vice-chairman of the Portsmouth Branch (Mrs. Burnett) took the chair, supported by North End (Mrs. Casement), Southsea (Mrs. Thompson), and H.M.S. Vernon (Mrs. Grant) and the Portsmouth secretaries (Mrs. Winter and Mrs. Orchard). After the object of the meeting and the constitution and activities of the R.N.F.U.S.W. had been described, the meeting adjourned for a general get-together and a play which had been arranged by North End on 16. Ford When the meeting was assembled

Wren Cricketer



WREN AUDREY Disbury has been invited to join the English Women's Cricket Touring Team going to New Zealand and Australia, leaving England on September 27, 1957, and returning mid-April, 1958.

Wren Disbury started playing cricket as a child with her brother, Brian Disbury, now a Kent County player. When at the Bedford High School she received coaching from the staff of the Bedford Physical Training College.

She has played for Berks and Oxon, the South of England against New Zealand, Somerset and the West of England. Pegasus had any prospect of being selected for the tour in 1953 and during her service, has played for R.N. Air Station, Yeovil, the Home Air Command and the W.R.N.S. She is now serving with the R.N. Air Station, Lee-on-Solent.

There was an overwhelming vote in favour of starting a Branch at Havant. Mrs. Burnett then explained that she headed a temporary management committee which had arranged meetings on Monday, November 19 and Tuesday, December 11 at 2.15 p.m. in the St. Faith's Minor Hall at Havant. At the second of these meetings a committee would be formed. Monthly Havant members to take over the branch's management. Sixty-seven members were then enrolled. Colle All wives of serving land and retired Royal Naval and Royal Marine personnel and pensioners' widows in the district are cordially invited to attend these meetings.

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John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

Medals

I BELIEVE I am entitled to the 1939-1945 Star Defence Medal and the End of War Medal; could you please inform me of the necessary periods of service for these medals, and where I would claim them.

Answer: With reference to your letter of September 21, if your possible entitlement to these medals is due to Naval Service you should apply direct to Secretary of Admiralty, Admiralty, Whitehall, London, S.W.1, giving full details.

I regret I am unable to give you the information you require.

Entry as E.R.A. App.

PLEASE COULD you inform me how my son can join the E.R.A. branch, R.N. He is apprenticed to gas fitting and in July of this year he finishes to become a "first class gas fitter."

Answer: In reply to your letter of June 13, I suggest you get in touch with your nearest R.N. Recruiting Office, which is at 121 Victoria Street, Bristol.

I am advised that it is unlikely that

your son could join as an E.R.A., who are usually qualified engine fitters or turners. He should however be eligible for entry as an engineering mechanic.

Commutation of Pension

I AM an Ex S.B. P.O. pensioner and I wish to know if it would be possible to commute part of my pension and, if so, could you kindly explain the procedure to me, including the department to which I should apply, and oblige.

Answer: In reply to your letter of September 8, 1956, a Naval pensioner may be permitted to commute a portion of his pension when he can show that commutation would be to his distinct and permanent advantage. Any portion of pension in excess of 2s. a day may be commuted.

Commutation rates depend upon age. For example, if you are aged 45 you get £13.6 for every £1 of your yearly pension you commute. If aged 50 you get only £12.4 for every £1 and so on.

You should apply to Director of Navy Accounts, Admiralty, London.

BOOK REVIEWS

One Marine's Table. General Sir Leslie Hollis (Andre Deutsch, 15s.).

THAT A book should run to a second impression within two months of first publication is an indication of its acceptability. Sir Leslie Hollis's book, however, is much more than merely acceptable. An autobiography, it has the rare property of causing the reader to wish that it had been fuller. As an account of the inner workings of the nation's defence system, before and during the Second World War, it not only gives a simple, lucid explanation of the way in which the complex machinery of that part of the State's business operates, but also, by the relating of circumstance to response, compels consideration of the strengths and weaknesses of the committee systems and *ad hoc* remedies upon which we are wont to rely. As a series of glimpses of the prominent and the great, particularly of Sir Winston Churchill, it is revealing without a hint of disloyalty, candid without a shadow of malice, perspicacious without a suggestion of impertinence.

We require in our officers, to an extent proportional to their rank, loyalty, a capacity for sustained effort, the ability to subjugate self to the better functioning of the team, the patience which makes the individual welcome in council, and the sense of humour which makes the job, often thankless, bearable to himself. General Hollis shows himself to be possessed of these qualities in great measure, though so unassuming. That is why his book leaves so pleasant a flavour.

V.C.s. of the Royal Navy. John Frayn Turner (Harrap, 9s. 6d.).

In this centenary year of the institution of the Victoria Cross, it was a happy inspiration to collect in one volume accounts of the deeds which won twenty-four naval V.C.s. in the Second World War. Burdened as we are by the ever-present anxieties and fears of the present, we find it all too easy to forget the details in the record of past courage. In conversation with the young officer or rating, one realises to the full the truth of the dictum that "there is no period in history more remote than that immediately preceding one's own."

Granted that the job was worth doing, one must regret that it was not done better. No doubt there is much to be said for making this noble

collection of fine deeds easily and cheaply available. The subjects, however, would seem to have deserved more than the smudged title, the cramped photographs, the "grey paper with blunt type." The text, too, is in places indifferent in style, mechanical in presentation and, surprisingly often, grammatically slipshod in the manner of the more popular, or less literate, newspapers and periodicals. This book would be worthier of its title if it did not so strongly suggest a series of boring, wet afternoons with a selection of old press cuttings.

Discharged Dead. Sydney Hart (Odams, 13s. 6d.).

This is not the best book on the submariners' war which I have read. It is also far from being the worst. Each writer suffers from the limitations imposed by his point of view. The usual account by an ex-submarine captain holds undertones of the egoism which, sublimated, is an excellent trait in a captain, but which may be less desirable in an author.

Mr. Hart's book is wholly free of that suggestion. He was a stoker petty officer—as they used to be called—and saw some four years' submarine service. His account is full of the pride in his branch of the Service which is so marked in all who fight beneath the sea. The limitations in his case are unusual, because his is the first volume of submarine memoirs to be written by a rating. His praise of others is unstinted, but so often repeated, and in such unqualified superlatives, that one feels it to lack judiciousness. The repetition—"so are they all, all honourable men"—fails in its desired effect. He is given to excessive moralising of a sentimental kind, tending to spoil a point already taken by too much underlining. His style is informed, and a whole book in the "Well, Fred, this is how things were and which I am now going to relate" manner can become tedious.

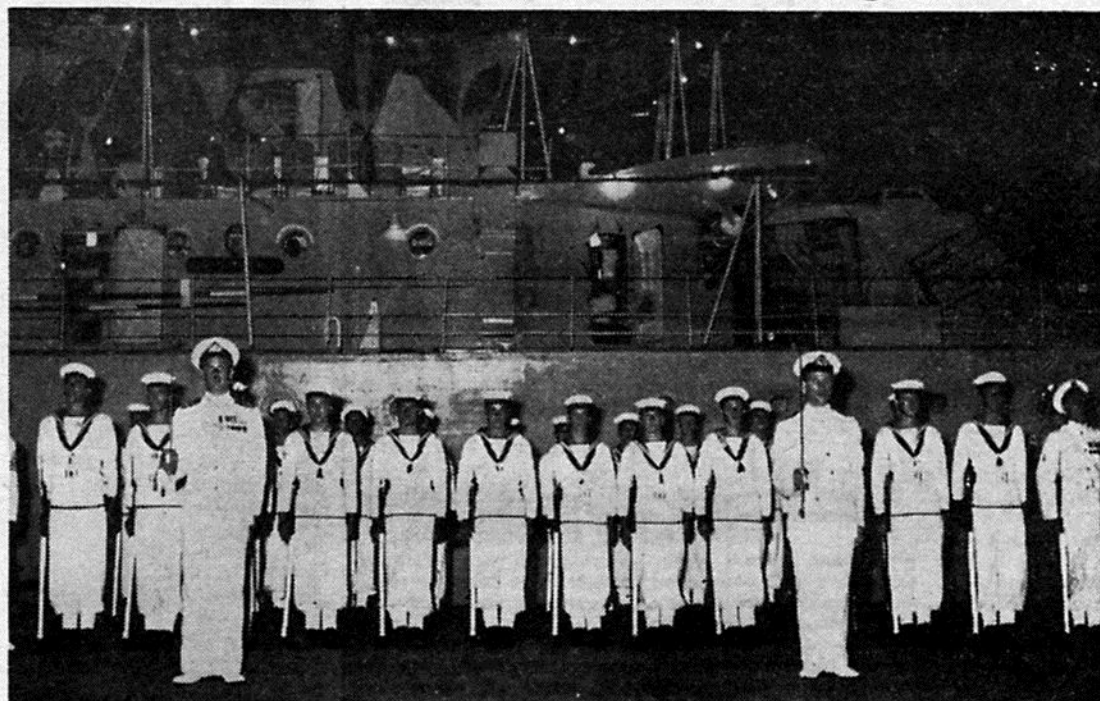
That he does not become tedious is a tribute to the authenticity of Mr. Hart's narrative and the basic sincerity of his writing. His picture of a life of "buzzes," of concentration on his own job wholly unrelieved by knowledge of the whole picture, of the need for trust never, perhaps, so unquestioning in any other occupation, leaves the reader with an even more profound respect for the author and for so many others like him.

PLAY IN AID OF KING GEORGE V FUND FOR SAILORS

A COMEDY thriller entitled "Meet the Body" is being performed by members of the H.M.S. Collingwood Dramatic Group in the Victory Theatre, Royal Naval Barracks, on Friday, November 9, and Saturday,

November 10. It is hoped that "Meet the Body" will be played to full houses. Tickets are obtainable from Second Officer Macbride, W.R.N.S., Royal Naval Barracks, Portsmouth. (Tel.: Dockyard 2741.)

H.M.S. Cossack at Saigon



The Guard of Honour for President Ngo Dinh Diem, who returned Capt. Larken's visit when H.M.S. Cossack visited Saigon

Salvaging U 2365

AT THE end of the war U 2365, one of the very latest U-boats of the XXIII type, was scuttled by her crew in the Kattegat. She lay in 50 metres of water and when raised she was intended for scrap.

A few weeks ago after carrying out a survey with a depth recorder the German salvage vessel Sigrid eventually located the vessel. The work of salvage started in August and the vessel was raised in three days. Slings around the hull were used and a floating crane then lifted the vessel to the surface. After being raised she was towed to a Danish port to be temporarily repaired. At first it was thought that her scrap value would be about 150,000 DM. but a preliminary survey showed that she is well worth refitting and eventually she will become U 1 of the new German Navy. Cost of refitting will be about 3-4 million marks whereas today a new boat would cost about 16 million marks.

Salvage Work

The salvage work was carried out

largely in secret and apparently the resident Danish naval officer of the port to which the vessel was towed expressed surprise at her arrival. A number of Russian submarines were interested in the work however and several were sighted near the salvage area.

On examination it was found that conditions inside the vessel were good as fuel oil had spread a protective film over many of the fittings. Even a photograph of Fleet Admiral Donitz was found still quite recognisable.

Salvage work was by no means easy owing to the great depth. For every hour at work on the vessel each diver had to wait at various depths for a total of four hours to accustom himself to the changes in pressure. A decompression chamber was also used.

Details of Sub.

U 2365 was one of the secret new types of U-boat which Germany began building at the end of the war.

Details of the vessel are as follows: displacement 232 cu. metres, length 34 metres, draught 5.06 metres, diameter of hull 5 metres, height from underside of keel to top of casing 7.40 metres. The vessel was fitted with a diesel engine of 575 h.p. and electric motors of 580 h.p. Armament consisted of two torpedo tubes and an unusual feature is that she has some armour protection. Her maximum underwater speed appeared to be 13.1 knots and surface speed 9.7 knots. Cruising radius at 8 knots submerged was 2,800 miles and 175 miles at 4 knots surfaced. There is some uncertainty regarding the speed and range figures and these should be treated with reserve.

D. Wettern.

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Married Quarters

DURING OCTOBER 58 new houses were occupied, 16 officers' and 42 ratings'. This is a very good score, particularly as it was necessary to go slow for one week whilst bulk supplies of furniture were coming in.

The Paulsgrove ratings' estate, to the south of the projected South Coast Trunk Road, is now fully occupied. The Eastney estate will be fully occupied by mid-November and the Rowner estate by the end of the year. We shall then have 400 new three-bedroomed houses out of a total of 625.

From then onwards the ratings' quarters coming forward will be a mixed bag of three-bedroomed houses and two-bedroomed flats, with the latter in preponderance. The houses, with the exception of 16 in the northern part of the Paulsgrove estate, will be at Gosport, on the northern perimeter of the old airfield.

The flats will at first be more evenly divided—96 at Stamshaw, 60 at Paulsgrove and the remainder again at Gosport. Later all new quarters will be at Gosport.

The weather has been excellent for building purposes, and it has been a pleasure to see the large number of houses and flats that have been roofed recently. There will be plenty of work inside during the winter months, and a continuing rapid rate of completion is assured, however bad the weather may become.

A start has been made on grassing the fronts and verges at the Brockhurst estate, but it remains to be seen how much can be achieved this autumn. It is too late in the year to do much elsewhere, and occupants will have to put up with a muddy or chalky outlook until next year.

October has also been quite a good month for hirings, so that the total

progress has been very satisfactory. That is not to say we shall be complacent, but rather will try to do even better in November.

In spite of quite a few priority applications there is unlikely to be any increase in the waiting time when statistics are worked out at the end of the month. There is, indeed, likely to be a sizeable reduction for junior ratings.

Applications continue to come in fast, a healthy sign that the scheme and its benefits are now more fully realised. It is to be expected that there will again be some increase in the total numbers on the rosters, so that it may be difficult later to prevent some increase in the waiting times. This should deter nobody from applying, however, for the unexpected has happened so often since the scheme started nearly three years ago.

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George R. Deakins



Naples is the third city of Italy, and its second greatest port, picturesquely situated on the northern shore of the Gulf of Naples.

Highly backed by hills and mountains, Naples lies in the lowlands in a gap between the volcanic and crater-pitted Phlegrean fields and the volcanic cone of Vesuvius.

The city has a varied history of destruction and rebuilding by Goths, barbaric invaders, Byzantines, Saracens, Turks and earthquakes.

It was here in A.D. 62 that St. Paul disembarked on his way to Rome. Its origin is a matter of conjecture. Brought under the aegis of Rome in 327 B.C., it was a favourite resort of the Romans as a place of learning and for the attraction of its climate.

Famous Eruption

Vesuvius was completely dormant until A.D. 79 when its famous eruption ejected enormous quantities of ash and buried Pompeii. Activity has

continued ever since. With a conical base of ten miles diameter its height has decreased from 4,275 feet in 1905 to 3,880 feet at the present day.

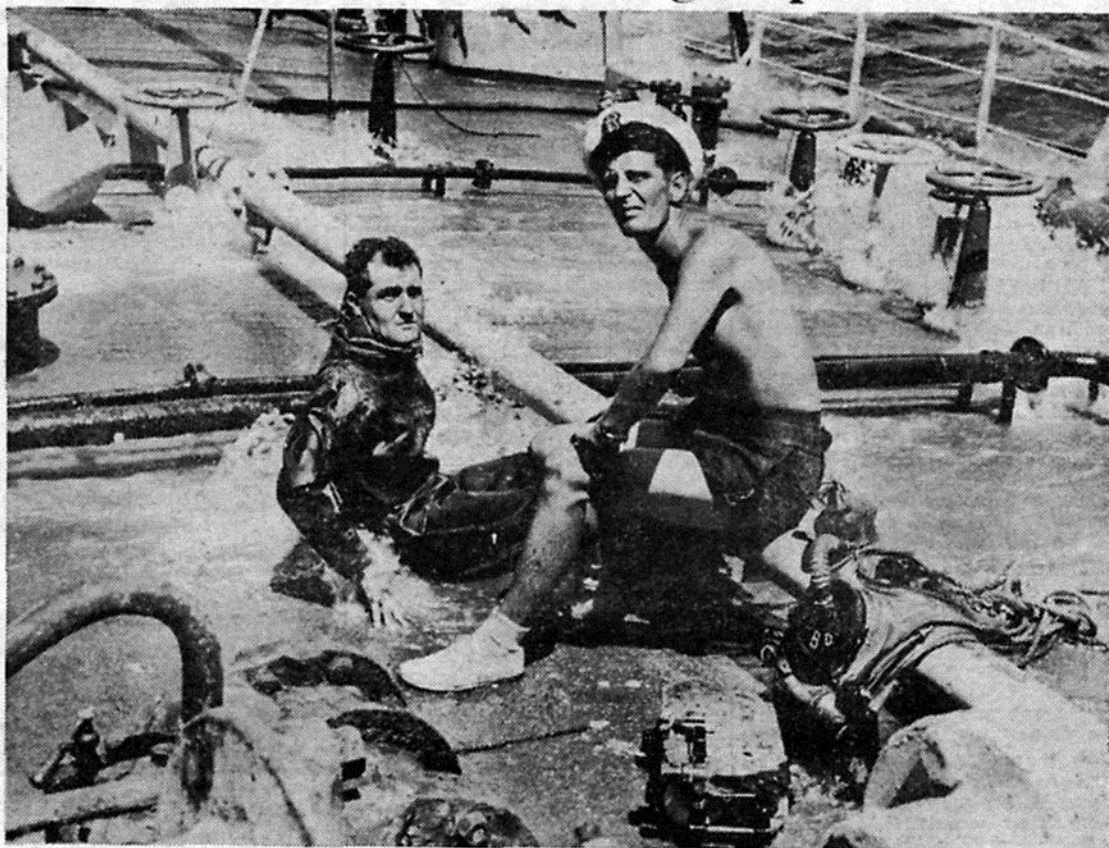
The lower slopes are of unexampled fertility, with luxuriant vegetation of gardens, orchards and vineyards.

Boccaccio in the 14th century described Naples as "Peaceful, gay rich and splendid above all other cities in Italy."

I saw Naples for the second time in the summer of 1943 when it came under Anglo-American occupation after the battles of Salerno and Anzio.

With the ship moored stern to Customs House in the wreck-littered harbour, I stood throughout the "Middle" watching the glowing fires of Vesuvius, and listening to sporadic rifle fire as Carabinieri forcefully kept thousands of civilians into queues at the few water taps, the retreating Germans having mined

Naval Divers in Salvage Operation



Naval divers who helped in the salvage of the S.S. Chunchi off the southern tip of the Malay Peninsula taking a well-earned rest

the water mains as well as sewers and drains.

The city was a shambles, its citizens disorganised and bewildered at the sudden change of events.

Destruction

I remember standing in the long straight street of the Via Roma, originally called the Via di Toledo after its Spanish builder, watching huge shop fronts crumble as German time bombs exploded. I picked my way over piles of debris in a large store awaiting the return of the frightened, runaway staff. In the little streets people were selling priceless bronzes, wall hangings and mosaics, stolen from the bombed National Museum close by, and our sailors were giving away their sandwiches and the contents of their water bottles to the starving people helplessly thronging the streets.

An American shipmate, during the first chaotic week of occupation, dumped into my cabin a sackful of paint after I had asked him to buy a few tubes! On my next run ashore I returned his kindness by clearing the shelves of a seed shop for a few shillings and carpeting his cabin with the highly coloured packets after his request for a few flower seeds!

Hazardous journeyings through half-sunken wrecks; trips to the crater by "borrowed" lorry; the clearing of bombed rubble and the thrill of driving a bull-dozer. Policemen, doctor, judge and provider, were all the qualities expected of every one of the occupying forces.

Who can doubt that the temperamental, beauty-loving, full living, high-spirited Italian will make Naples once again the peaceful, gay, rich and splendid city that it was in the past?

Premium Bonds

THESE BONDS will be on sale in most Post Offices in the United Kingdom as from November 1, 1956.

It is understood that arrangements are being made to provide a facility for personnel serving abroad to apply for, and purchase Savings Bonds through the Naval remittance system.

Q How much are they?

A. Each Bond will cost £1.

Q. If I buy Savings Bonds on any day in November 1956 do I qualify for the June 1957 draw for prizes?

A. Yes, any bond you buy will go into the draw six months after the end of the month in which you buy it and what is more your Bonds will go into each successive draw until you either cash them or die.

Q. Can anyone buy a Bond?

A. Yes, anyone can buy Bonds except those under the age of 16. A parent or guardian will, however, be able to buy a Bond on a child's behalf.

Sportsman of the Month

Ord. Sea. Alex Dunning is a National Service man, aged 19, and at present serving in H.M.S. Redpole. Dunning began boxing in 1951 and in 1952 he was runner-up in the National Schools Championships, and in 1953, runner-up again in the Youth Championships of Great Britain. Considering his age, 15 and 16 respectively in those Championships, this was a remarkable achievement in itself, and a very promising start to his boxing career.

Dunning, who was born in Marylebone, London, has boxed as a lightweight since he started and is a member of the Battersea Amateur Boxing Club. His club hold him in high esteem and he is a great draw when he boxes for his club locally in London. His success with his own club at home, however, has been matched by his success in the field of boxing since he joined the Navy and this culminated this year with his becoming the Naval lightweight champion. He only narrowly missed winning in the Imperial Services Boxing Association Championships when he was beaten in the final by Cpl. MacTaggart the national lightweight champion, on points.

Dunning was a member of the Great Britain team which visited Russia in June this year. His bout in the second match was unfortunately cancelled due to a torrential down-pour, the meeting being an open air one. On the return journey a match against Finland was held but again



Dunning did not box as a second lightweight could not be produced by the Finns.

Recently he represented London against club boxers from Berlin and Hanover.

His record for the season is 16 wins and 7 losses in a total of 23 contests, which speaks adequately enough of his great ability as a boxer, an ability that might not at first be apparent from his quiet and unassuming manner.

Royal Indian Navy Plaque

PLAQUES TO the Royal Indian Navy, Women's Royal Indian Navy, Royal Indian Air Force and the Regiments of the Indian Army, were unveiled in the Royal Military Academy Sandhurst, museum, on October 21.

Admiral Sir Geoffrey J. A. Miles, K.C.B., K.C.S.I., the last Flag Officer to command the Royal Indian Navy, before it was divided into the Royal Pakistan Navy and the Indian Navy was present with a number of former officers of the R.I.N.

Mrs. M. L. Cooper, O.B.E., who had served as Deputy Director of the W.R.I.N.S. during the 1939-45 War, was also present.

In his speech prior to the unveiling of the plaques, Field-Marshal Sir Claude Auckinleck, G.C.B., G.C.I.E., C.S.I., D.S.O., O.B.E., specially welcomed those who had come to represent the Royal Indian Navy and the Royal Indian Air Force. He mentioned the good work done by the Royal Indian Navy during the 1939-45 War, and stressed the importance of keeping up the spirit of co-operation which had existed at that time amongst those who were serving in any of the three Services.

After the unveiling of the plaques there were a number of reunions

amongst those who had been in the Services represented on the plaques.

MEMORIES

ONE OF our readers in a letter to the Editor said: "I wonder how many old shipmates are now knocking around who served in H.M.S. Nelson."

The Editor's first reaction was that there must be literally thousands still living who had served in Nelson, but continuing our reader's letter, the Editor discovered that he was referring to H.M.S. Nelson of the last century and in which the reader had served in 1881.

The writer of the letter joined the Service in November, 1879, and served until the end of 1902. He then became a pensioner C.P.O. instructor to a R.N.V.R. division and continued to serve as a Writer to the division until hostilities began in 1914. He served from 1914 until 1919, being promoted to acting temporary gunner until demobilised in June, 1919. He returned to his division as a temporary Writer, R.N.V.R., eventually retiring, owing to age, in October, 1929.

The writer of the letter is now 93. What a host of memories he must have!

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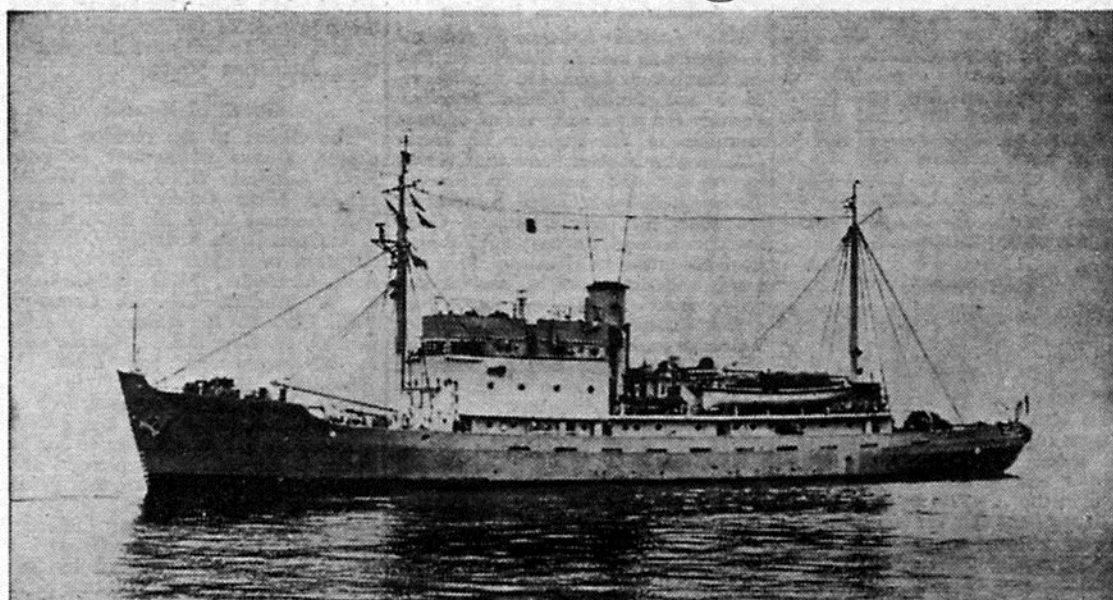
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New World Diving Record



News was received in London from H.M.S. Reclaim (Lieut.-Cdr. G. M. H. Drummond, R.N.), the Navy's Experimental Diving Ship, that a new world record for deep diving has been established in Norwegian waters.

The dive was made from H.M.S. Reclaim by Senior Commissioned Boatswain George Wookey, aged 34, of Plymouth, who reached a depth of 600 feet in a helmeted flexible diving suit, receiving a breathing mixture of oxygen and helium supplied from the Reclaim.

The previous world record was established by Petty Officer Diver

William Bollard of the Royal Navy, who reached the depth of 535 feet in Loch Fyne on August 28, 1948.

Record Dive

A new record dive was made in accordance with new diving tables calculated by two officers of the staff of the Royal Naval Physiological Laboratory, Alverstoke, following research carried out at this establishment. The two officers Mr. H. V. Hompleman, Senior Scientific Officer of Gosport and Surgeon Commander W. E. Crocker, R.N. are at present in H.M.S. Reclaim.

Senior Commissioned Boatswain Wookey joined the Royal Navy in 1939. He has been a diver for 12½ years and took part in diving operations during the search for the submarine Affray, lost in the English Channel. In recent trials he reached a depth of 1,060 feet in an observation chamber. He is a married man with a daughter aged 12 and his home is in Bridewell Road, Weston Mill, Plymouth.

During the record dive A.B. George Lucas aged 24 of Newcastle-on-Tyne was the diver's attendant.

Deep Sea Diving

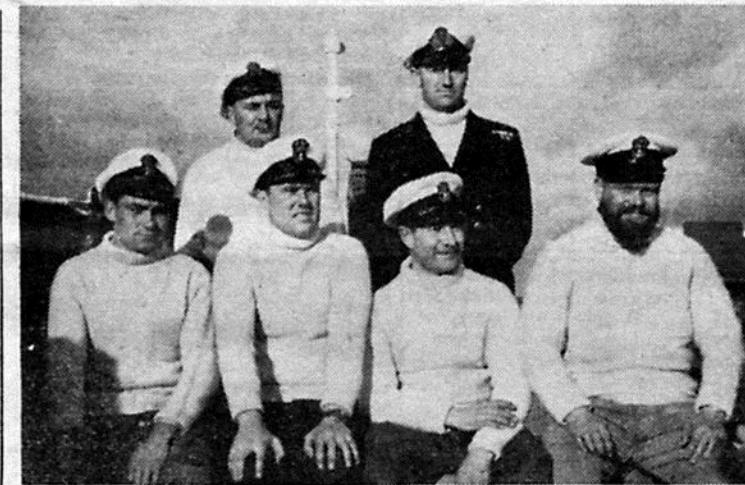
SINCE THE world record dive of 535 feet carried out on August 28, 1948, the Royal Navy has been steadily increasing its efficiency in the realm of deep diving. The object has not been to establish further records but to make diving to great depths a matter of routine.

Deep diving means the operation of flexible suited helmet divers, supplied and controlled from a surface vessel, to depths of 180 feet and downwards. Many people have the impression that the helmet diver has been outdated by the invention of the aqualung. This is quite false. The aqualung is a shallow diving apparatus. The French, the acknowledged experts in its use, say that only specialists should venture with it below 60 metres (just under 200 feet) and that the "fatal limit" is not far beyond 80 metres (260 feet). More picturesque language is used by an American writer describing the use of the aqualung. He says that "the free diver who descends even to 200 feet has one foot on a tightrope between mortality and oblivion." Hence the deep diver begins roughly where the aqualung diver leaves off.

"Free Swim"

This does not mean that it will never be possible to "free swim" at great depths with self contained apparatus. This may come in the not too distant future but not with apparatus of the aqualung type, which is fundamentally unsuitable for very deep work, and not without elaborate control arrangements comparable with those now necessary for the helmet diver.

There is at present no known depth limit for the deep diver. He uses a breathing mixture of oxygen and helium. Two ships, the Experimental Diving Ship, H.M.S. Reclaim, and the Submarine Rescue Ship, H.M.S. Kingfisher, have recently been fitted with completely new systems for supplying divers with this mixture. It is an improvement on air for two reasons. First, nitrogen in air produces a narcotic effect which prevents the diver working at full efficiency in depths exceeding 240 feet. Second, the oxygen content of air is such that it reaches a toxic pressure at just under 300 feet. Three hundred feet can, therefore, be regarded as the outside safety limit for a diver using compressed air. There is no such limit for the oxy-helium mixture. Helium apparently has no narcotic effect. If such an effect does exist, it is likely to be at a depth beyond that at which other limiting factors will intervene. The chief of these is the decompression time. Oxygen poisoning can be prevented by limiting the percentage of oxygen in the mixture. Such a mixture does not provide adequate oxygen until a certain depth is reached. A change over must take place from air to mixture at a fixed level both



in the descent and the ascent, or the diver will suffer from lack of oxygen at shallower depths.

Experimental Work

The result of experimental work on oxy-helium diving so far is that divers working from the Reclaim and the Kingfisher can carry out routine dives to a depth of 430 feet and work at this depth for a maximum time of 20 minutes with ease comparable with that experienced at about 100 feet when breathing air.

This limit is not governed by physical exhaustion but by the fact that while the diver is at depth, the helium gas penetrates his tissues and the longer he stays down and the deeper he is the more helium is absorbed. This means that a diver will take longer to "decompress."

To "decompress" in the shortest possible time without risking "decompression sickness," more generally known as "the bends," is a complex problem particularly with helium and one which has not yet been completely solved. Much original work has been done recently on this subject at the R.N. Physiological Laboratory, Alverstoke, Hants, and results are encouraging.

"Surfacing"

The importance of keeping the decompression time as short as possible is best illustrated by quoting an example. After five minutes on the bottom at 600 feet, a diver must remain under gradually reducing pressure for five hours and 38 minutes before finally "surfacing."

The term "surfacing" applies to pressure and it does not mean that the diver is in the water for the whole of the decompression period. At an early stage he enters a Submersible Decompression Chamber which is lowered down to meet him. This chamber is a vertical cylinder with doors at each end. It is supplied with air from the surface and contains an

attendant. When it is lowered into the water the lower door is open and air pressure keeps the chamber clear of water on the diving bell principle.

At a depth of some 200 feet, the ascending diver enters the chamber through the lower door. Here the attendant takes the diver in charge, removes his heavy gear, disconnects supply pipe and breaststrop and finally closes the lower door, so locking in the chamber air pressure equivalent to its depth. The chamber is then hoisted inboard and decompression proceeds in safety, pressure in the chamber being gradually reduced until "surface" pressure is reached. Pure oxygen is breathed at the later stages of the decompression period and this speeds the elimination of helium.

Experience Needed

Throughout the dive communication is maintained by loud speaking telephone with the diver and with the attendant in the Submersible Decompression Chamber. Experience is needed to interpret the diver's voice, distorted as it is to a "Donald Duck" quality by the effects of pressure and helium. Experience and careful drill are also needed in a variety of tasks on the surface. The operation of the control valve which regulates the diver's gas supply, the handling of his breaststrop and supply pipe, the accurate timing of the decompression schedule, are a few of many duties to be carried out. All are important to the well-being of the diver. Some are essential to his life.

A successful deep dive is therefore not only a question of skill on the part of the diver. It is a team event.

Why is deep diving necessary? To save life. There are vital tasks for divers in connection with submarine escape and for this purpose it is necessary to establish how far it is practicable for a diver to descend and work. It is with this object in view that trials continue.

H.M.S. Protector

HOW MANY cigarettes can some 230 Naval ratings be expected to smoke during six months in the Antarctic? How much chocolate will they eat? How best to cater for their off-duty recreational needs in a part of the world where there will be few opportunities for "runs ashore."

These are questions that arose on board H.M.S. Protector, a converted netlayer, which sailed from Portsmouth on October 5, during the preparations for her second commission in the Falkland Islands and Dependencies. Answers have been provided by taking on board:

Fifty-four thousand cans of beer, each containing twelve fluid ounces and storing them in an even temperatured magazine.

More than a million cigarettes and seven tons of chocolate and sweets for sale in the ship's canteen.

The constituents of thirty-three thousand portions of ice cream, which experience has shown to be still popular in sub-zero weather.

Seventy films, more than twice the number of library books usual for a ship of her size and a large quantity of recorded music.

Special attention has also been paid to the educational and handicraft fields. Although the Protector, commanded by Capt. J. V. Wilkinson, D.S.C., G.M., R.N., only commissioned for service early last month, a number of ratings have already decided on courses in language study and classes in French, German, Spanish and Portuguese have been arranged. Others are taking correspondence courses and still others receiving instruction on board for examinations.

Rug Making

During the last commission, the ship's company spent more than £500 on rug making and it is anticipated that this will be equally popular again, special arrangements being made for the supply of materials.

Before the Protector returns to Portsmouth again towards the end of May, it is expected that one man in two will be busily making things for the home, or engaged in model making or leatherwork.

Strangest leisure time pursuit on board is probably that of the Chaplain, the Rev. Eric Milner, M.A., R.N., whose home is at Ossett, Yorkshire. He has undertaken to collect fleas, lice and parasites for the South Kensington Natural History Museum from Antarctic birds in which he has received special instruction in trapping.

The Protector, which it will be recalled went to the assistance of the Theron, headquarters ship of the British Transantarctic Expedition, when she was trapped in the ice in May, will again have the task of assisting the Governor of the Falkland Islands and Dependencies during the Antarctic season in maintaining the security of the territories under his jurisdiction.

After being specially strengthened, she took over this work for the first time from a frigate of the America and West Indies Station in the autumn of last year.

Hydrographic Work

For the first time, she will have a survey officer embarked and also a small group of ratings trained in hydrographic work. They will have the task of undertaking exploratory survey work in the vicinity of Grahamland to add further information to the charts of that region. She is again to have two S.55 helicopters for the purpose of ice spotting, communications and transport.

Before leaving Portsmouth Dockyard for the Falkland Islands by way of Gibraltar and Freetown, the Protector was visited by the First Sea Lord (Admiral the Earl Mountbatten of Burma, P.C., K.G., G.C.V.O., K.C.B., D.S.O.). He flew to the R.N. Air Station at Lee-on-Solent and there transferred to one of the ship's helicopters, landing on her small flight deck at the after end of the ship.



Tailor to Sailor

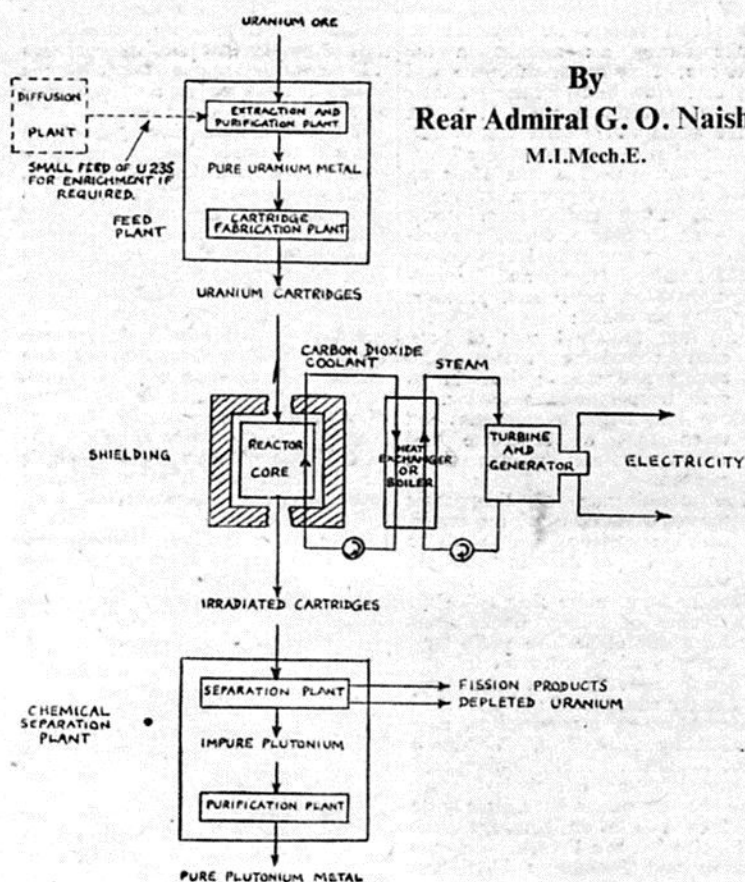
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111 COMMERCIAL ROAD, PORTSMOUTH. 5 LONDON ROAD, NORTH
END, PORTSMOUTH. 20 ABOVE BAR, SOUTHAMPTON.

Nuclear Power Propulsion

By
Rear Admiral G. O. Naish
M.I.Mech.E.



**-NUCLEAR POWER UNIT
AND ANCILLARY PLANT-**

IT MAY seem strange that we are only just starting to develop nuclear propulsion for ships when the U.S. Navy have a nuclear-propelled submarine at sea. Nuclear propulsion seems to offer us enormous tactical advantages because large amounts of fuel will no longer be necessary, and therefore a ship's range, even at high powers, will be very great indeed. Why then have we been so late in starting to develop it? It is a fair

question, but there is also a very good answer.

At the end of the war the nation was faced with a most serious economic situation. Many of our cities had been severely damaged and we had lost practically all our foreign investments. It was seen at once that if we were to re-gain even a proportion of our pre-war standards of living we must export a far greater quantity of manufactured goods than

ever before. But it soon became apparent that two major shortages stood in the way of such a programme of industrial expansion:—A severe shortage of fuel and power which soon made itself felt during that terrible winter of 1946/47 and by frequent load shedding right up to 1953; and secondly, the severe shortage of scientists and engineers—the key men required for any programme of industrial expansion.

Fuel Position

A rapid assessment of the country's fuel position showed that even by modernising our coal-mining machinery at high priority we could not expect to win more than about 200 million tons of coal per year out of our own soil, because our remaining coal seams were becoming much narrower and further below the surface than they used to be in the good old days of the last century. And yet we were already using rather more than 200 million tons of coal, or its equivalent, and at least 250 million tons would be required by 1955 (this estimate has proved correct). A similar assessment of the country's power resources showed that we were grievously short of electrical power, partly because we had not built any new power stations during the war. What were we to do

Large imports of oil and the building of oil-fired power stations would redress the balance, but oil costs dollars, or is a dollar equivalent, and it was clear that we could not rely entirely upon oil even if we could successfully transport it from the Middle East or the Americas. One obvious answer was the rapid development of atomic energy for the production of electricity for the national grid. This urgent requirement conflicted with what the Admiralty thought was also an urgent requirement for the development of atomic (or nuclear as we now call it) propulsion for warships, but the shortage of scientists and engineers made it impossible to deal with both at once.

Alarming Figures

These were the estimates (all in millions of tons) presented to the Cabinet at the time:—

Date	U.K. Coal Production	U.K. Coal (or equivalent) consumption
1945	200	200
1955	200	250
1965	200	300
1975	200	400

Contribution of Atomic Energy	Oil Imports necessary to fill the gap
Nil	Nil
Nil	35
5	65
40	100

In the face of these alarming figures, the Cabinet decision was to press on immediately with the development of nuclear reactors for power stations, and hope that the reactors necessary for ship propulsion would not be so very different, or would be a by-product of the more fundamental power station research. It will be seen from the above table, however, that atomic energy is not going to be the bountiful fairy godmother that some people expect it to be, in fact even if we accord it top priority in our resources of scientists, engineers and money, it will only cope with some 10 per cent of our power requirements in 20 years time.

Nuclear Reactor

Let us now see what a nuclear reactor is, and how it can be induced to provide us with electrical power. The first essential thing to understand is that a nuclear reactor is only a source of intense heat, and we shall still require boilers, turbines (or perhaps gas turbines) driving electrical generators to convert this intense heat into electrical power. One type of nuclear power unit, namely the gas-cooled type now being erected at Calder Hall, is shown in the diagram. It will be seen that in addition to the reactor itself and all the usual boilers, turbines and generators, a nuclear power unit also requires a plant for fabricating the fuel element, and also an expensive chemical separation plant for re-processing the spent fuel elements and dealing with the dangerous waste products of nuclear fission.

This enormous initial or capital cost of the nuclear power unit is what

(Continued at foot of next column)

Submariners' Re-unions

Submarine Officers' Reunion

The Annual Submarine Officers' Reunion was held at Blockhouse Fort on October 5. Some 350 serving, reserve and retired officers attended. Perhaps the most striking fact at these reunions is the number of senior officers who have at some time served in or for the Submarine Service. Those attending included Admiral of the Fleet Sir George Creasy, Commander-in-Chief, Portsmouth; Admiral Earl Mountbatten of Burma, First Sea Lord; and nine other officers of flag rank. Rear Admiral Woods, Flag Officer Submarines, made a speech of welcome and reviewed the activities of the Submarine Service over the past year.

Submarine Old Comrades' Reunion

The event of first magnitude for September was the Submarine Old Comrades Reunion in Blockhouse Fort on Saturday, September 29. It is in the twice told tales with their vivid dress of drama and with their charm and magic of surprise that the vitality of the Submarine Old Comrades Association reveals itself. No wonder then that year by year the number of pilgrims to Blockhouse Fort continues to increase, and that, from time to time, another branch comes quietly into being.

In 1934 when the first Blockhouse reunion occurred there were but four branches—today there are 11. Four hundred members representing all branches made the 1956 Reunion not only successful but provided convincing witness, if such were needed, of the deep and enduring bonds of the submarine service for which Blockhouse has become the outward symbol. It is not until one has seen the reunion taking shape in the citadel of Blockhouse itself that one realises the deeper significance of comradeship which, by reason of mutual trust and the sharing of triumphs and disasters, assumes a dignity almost spiritual in its humanity.

During the afternoon the group photograph was taken, the trophy for the most efficient submarine of the 5th Squadron was presented to H.M.S. Sea Scout (Lieut. A. Whetstone) by the chairman of the London branch, Mr. H. H. Rose, and the Laying Up ceremony of the S.O.C.A. (London branch) Banner was conducted by the Chaplain of H.M.S. Dolphin, the Rev. W. S. Skidmore, who is also the Chaplain to the Portsmouth branch of the Submarine Old Comrades' Association. A comprehensive programme of visits and displays were available for the Old Comrades many of whom inspected the submarines, and toured the Fort not so much to

(Continued from previous column)

makes the electricity generated just as expensive as that generated from coal or oil, for the capital cost has to be gradually recovered from the consumers over a period of years.

Readers will also be wondering how the nuclear reactor is controlled, that is to say, how does one turn the wick up and down?

It is difficult to explain this without becoming highly technical, but briefly when we gather together enough fissionable material in a reactor core to form a "critical mass" in such a way that at least one neutron from each fission causes another atom to fission, we have started what is called a "chain reaction." Chain reactions can be made to grow, stay at constant level, or peter out, by moving neutron-absorbing control rods in and out of the reactor core. This is how the reactor is controlled.

New Problems

In order to protect the individual from harmful radio-activity it is necessary to operate many of the controls from a distance, and the reactor itself must be shielded by a thick layer of, e.g., concrete or lead.

It will be obvious from the foregoing that there are many new engineering problems to be solved and many new techniques to be developed before nuclear power can be successfully and economically harnessed to the production of electrical power or the propulsion of ships. This work is now going on at Harwell and the ship propulsion team consisting of scientists and Naval engineer officers got down to work about 18 months ago. The first ship propulsion unit will be built by a consortium of famous engineering firms already experienced in the design of nuclear power stations and conventional ship propulsion machinery.

refresh their memories but to renew the fragrance of the Submarine Way of Life, and to recapture the spirit of their submarine youth.

Guests of Honour

The climax to the reunion is the dinner. Guests of honour included Rear Admiral W. J. Woods, D.S.O.* (Flag Officer, Submarines), Vice Admiral Sir S. M. Raw, K.B.E., C.B., Capt. G. D. A. Gregory, D.S.O.* (Captain of H.M.S. Dolphin), Capt. R. L. Alexander, D.S.O., D.S.C., Capt. R. T. Sanders, Cdr. D. Cameron, V.C., Cdr. C. H. Hammer, M.B.E., Cdr. G. W. Gay, D.S.C., M.B.E., Cdr. F. N. Stephenson, and Lieut. A. Whetstone (H.M. Submarine Sea Scout). Capt. Gregory in his speech of welcome said that it gave him a deep personal feeling of pleasure to see so many of his old friends present, and that he was proud to share that grand feeling of comradeship with so many. For the gifts of a Victor Ludorum cup (presented by Mr. Bell), and a silver Rose Bowl (presented by Mr. Stevens) Capt. Gregory said that these would serve as appropriate trophies in the various sport activities in Dolphin, and, having thanked the donors, he asked the Old Comrades that if they had any material of a submarine nature which they could spare he would be delighted to accept it.

The Submarine Story could, he said, by display of such material in the various messes, information rooms and dining halls, reach out to all those serving in H.M.S. Dolphin. A start had already been made, and, if the details could be supplied when they sent the material, then the present display was certain of growth and success. Capt. Gregory was followed by Mr. J. Muir (Secretary of the Plymouth branch)—his toast was that of absent friends and was honoured in silence for those who, in his sombre words, "had taken their last dive to surface nevermore."

Survey of Submarine Service

The main speech of the evening, a survey of the submarine events of the year, was given by Admiral W. J. Woods, Flag Officer (Submarines). He said that, having served some years previously in Blockhouse as Chief of Staff, it had been a proud moment when, about a year ago, he had assumed command of a smooth running machine. During the year he had made visits to Portland, Gibraltar, Bermuda—where he had hoisted his Flag in H.M.S. Adamant—and America. Amid laughter he told the Old Comrades of a trip in the submarine Albacore whose flexibility was such that the terms coxswain and second coxswain should really be pilot and co-pilot. Having commented on the shape of things to come in the light of atomic energy and guided missiles Admiral Woods thanked the many branches for the many invitations and kindnesses he had received. In his final remarks he welcomed the two new branches, Norfolk and Dorset, into the family of the Old Comrades' Association.

The dinner concluded with a speech of thanks by Mr. Sadleir, B.E.M., of the Medway Towns and District branch to Blockhouse for the organisation of the reunion—in this respect a great measure of its success lay in the patient work of many weeks. Thanks were due to Mr. I. Chapman (Secretary of the Portsmouth branch), Capt. Gregory, Cdr. Stephenson, and Lieut. Brockman.

Submarine Visits Tonga

Last July H.M.S. Telemachus of the 4th Submarine Squadron visited the Tonga Islands. She was the first submarine ever to visit these islands and the first Royal Navy ship to be in these waters since the war. Needless to say she proved to be an object of great interest and the ship's company were, quite literally, entertained royally. Led by the Tongan Police Band the ship's company marched past Her Majesty Queen Salote. They were then entertained to a Tongan feast which was apparently a duplication of that provided for Her Majesty Queen Elizabeth. To quote her Commanding Officer "Even the ship's company, reared on submarine comforts, quailed before the mountain of chickens, crabs, sucking-pigs, yams, fish, etc." However, the submariners still managed to defeat the Kingdom of Tonga at football by eleven goals to nil later in the day. It is understood that a lagoon is to be named Telemachus in celebration of this visit.

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Please send me particulars of

Savings Schemes making provision for my dependents

" " for buying a house

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" " for emergencies

* Strike out those which do not apply.

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Rank/Rating

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Address

RESERVE FLEET

Change of Flag Officers

VICE-ADMIRAL Sir Peter G. L. Cazalet, K.B.E., C.B., D.S.O. and bar, D.S.C., will relinquish his command of the Reserve Fleet on Thursday November 6, when his flag in H.M.S. Cleopatra will be struck at sunset. Admiral Cazalet assumed command of the Reserve Fleet in September, 1955, and during his thirteen months has visited every unit of the Fleet over the length and breadth of England, Scotland, Wales, Northern Ireland and Gibraltar. The period of his appointment has been notable for the completion of a vast refitting programme in commercial ports, the scrapping of a large number of obsolete ships, sales of others to foreign, ex-allied powers, a full scale mobilisation exercise in H.M.S. Dainty from Barrow-in-Furness, the emergency bringing forward of four L.S.T. from Greenock and four L.C.T. in Llanelli for the Suez crisis for operational service in connection with the Suez affair, well within their scheduled notice, and, finally the arrival of H.M.S. Vanguard in Portsmouth, shortly to become the combined Flagship of the Reserve Fleet and Headquarters of the Portsmouth Division.

He goes to a well earned retirement which we all wish him long to enjoy.

Vice-Admiral R. G. Onslow, C.B., D.S.O. and three bars, who succeeds Admiral Cazalet in command of the Reserve Fleet, was one of the foremost destroyer commanders of World War II. He was born in April, 1904, and is distinguished in possessing four D.S.Os., three of which were awarded in 1942 following outstanding convoy operations.

Russian Convoy Duties

While in command of the Tribal class destroyer Ashanti he was first awarded the D.S.O. in June of that year for leadership, skill and judgment in defence of a North Russian convoy. Five months later he got his first bar for bravery and dauntless resolution during the passage of one of the most important convoys to besieged Malta. Shortly after this he returned to the North Russian convoy route with the Ashanti, and before the year ended he was awarded his second bar for his support of a convoy in face of relentless attack by enemy aircraft and submarines. The U.S.S.R. recognised his great bravery during the Russian convoys by bestowing upon him the Order of the Red Banner; the citation stating that the award was made in recognition of gallantry in bringing armaments to the northern ports of the Union.

After his exploits in H.M.S. Ashanti, Admiral Onslow took command of the Anti-Submarine School, H.M.S. Osprey. He served also in command of the destroyers Quilliam and Grenville, and in the latter he was Captain (D.) 4th and 25th Destroyer Flotillas. His third bar to the D.S.O. was awarded towards the end of the war, when he was serving in the Pacific. It was for outstanding courage, skill and determination in pressing home a successful attack on the Japanese Naval base at Sabang.

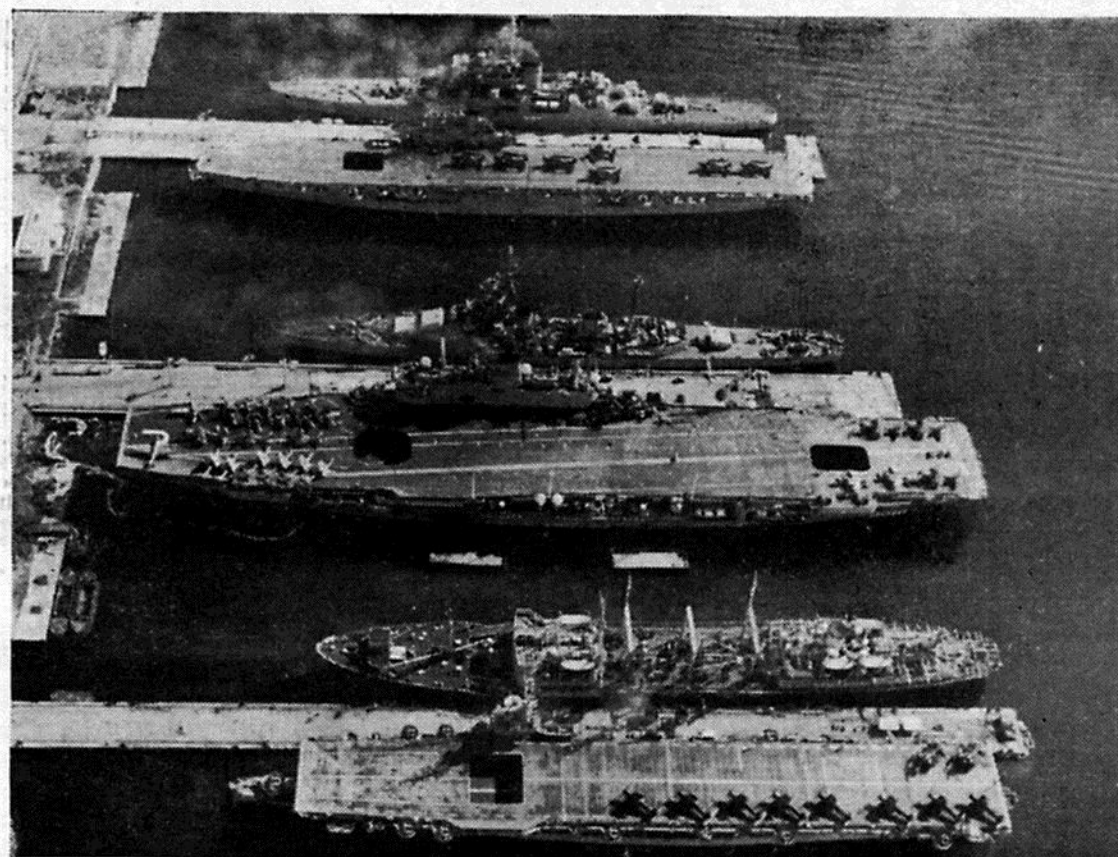
After the war Admiral Onslow was for a time the Naval Officer-in-Charge, Londonderry and the Naval Director of the Joint Anti-Submarine School in Londonderry. In 1948 he became the Director, Tactical and Staff Duties, Admiralty, and from April, 1951, to April, 1952, he commanded H.M.S. Devonshire, the cadet training Cruiser. He was promoted to Rear Admiral in July, 1952, and created a Companion of the Bath in June, 1954, and promoted to Vice-Admiral in December, 1955.

After service as Naval Secretary to the First Lord of the Admiralty, Admiral Onslow became Flag Officer (Flotillas), Home Fleet, in January, 1955.

H.M.S. UNDAUNTED

AS H.M.S. Undaunted sailed out of Portland, many a man might be seen stroking his chin or intently scrutinising his upper lip; for not only was this the beginning of two and a half weeks at sea, but also the start of the beard growing competition. Practically every member of the ship's Company paid the 1s. entrance fee, whether this was due to the money that would be saved on razor blades or the attraction of not having to shave was discussed at great length and it was agreed that both reasons were very good ones. The canteen manager was hot favourite in the fungus stakes, for within 24 hours, that which was moss had become grass, and that which was grass had become saplings. Only by dint of constant trimming and weeding did he

COMMAND NEWS



ALLIES AT TOULON

Reading from bottom to top the ships are the French Aircraft Carrier Lafayette, the Royal Fleet Auxiliary Tiderange, the British Aircraft Carrier Eagle, the French Cruiser Georges Leygues, the French Aircraft Carrier Arromanches (ex-H.M.S. Colossus), and the new French Anti-Aircraft Cruiser Colbert.

prevent the beard from taking charge.

This was not the only battle being fought within the ship; uckers, draughts, crib, chess, all these were being contested with great zeal. The undisputed champions of the "Jolly Sailor" ashore were finding it difficult to retain their unbeaten record at darts on board. Never let it be said that their eventual downfall could be attributed to the motion of the ship, for the more astute amongst us realised that they were suffering from a far more terrible handicap—the lack of that hand-steadying elixir—a foaming pint of beer.

Fine Job

A fine job of work by the Electrical Department made it possible to broadcast the complete quiz series over the S.R.E. Of this it could be said that there was never a dull moment—certainly not for the question master anyway; if he was not arguing with the judge, then it would be with the audience, until he was wondering why he had bothered to ask the question in the first place anyway. If any expert could enlighten us as to which is the national emblem of Wales—the daffodil or the leek—then he is begged to do so. It was the holders who eventually retained the title "Undaunted Master Minds of 1956"—the E.R.A.s.

We entered the harbour with every beard proudly displayed on the upper deck. Even the midshipman, looking strangely like the canteen manager, sported a fine old English set. But on the following Monday only three remained—such is the influence of sweethearts and wives.

A Policeman's Lot

Thirty members of the Reading Borough Police were invited to sail from Portland to Portsmouth in H.M.S. Undaunted. They arrived by coach and soon the decks were resounding beneath the tramp of heavy boots.

We exceeded the speed limit doing a full power trial on passage and thus were successful in reaching the "local" at Portsmouth well before closing time.

So anyone caught speeding through Reading and venturing to mention our name will get either a friendly wave or a disqualification for life.

H.M.S. DUNDAS

THE TWO day visit of H.M.S. Dundas to St. Malo was timed to coincide with the Festival of Dramatic Art held there in commemoration of the completion of the rebuilding of the city and also in honour of the centenary of G. B. Shaw.

On her arrival on the morning of Saturday, July 20, large crowds gathered round the brow and when the ship was opened to visitors they

came onboard at an average of something over 800 an hour.

A reception was held on the Saturday evening for the Mayor, civic dignitaries, French Naval officers and their wives and was followed by the attendance of the commanding officer and five officers to the play of "Caesar and Cleopatra," beautifully performed in French by the local Amateur Dramatic Society in the courtyard of the Chateau de la Duchesse Anne, the Guildhall. The Mayor had kindly provided 50 tickets for members of the ship's company to attend, though few stayed throughout the entire 3½-hour performance.

Other attractions of the visit included a dance held by the reservists of the French Air Force at St. Servan, a town on the outskirts of St. Malo. Also a cheap tour was arranged for about 20 ratings to travel the 30-odd miles to visit Mont St. Michelle.

The ship's company much enjoyed their all too short visit to St. Malo, where they found the local population extremely friendly and hospitable.

It was the universal opinion that St. Malo had been very finely rebuilt and it is fully apparent that no effort has been spared to retain its old character and charm.

H.M.S. VERNON

WE START this month's news with a farewell to Cdr. C. E. Emerson, D.S.C., R.N., he has left his executive chair for a Mediterranean N.A.T.O. one and he takes our very best wishes with him. He has been relieved by Cdr. D. E. Payne, R.N., to whom we extend a very hearty welcome.

We congratulate L./Sea. Cleary on winning the Command Novices Boxing Championship recently; he defeated Ord. Sea. Benthon on a technical knock-out in an all-Vernon final. It is of interest to note that out of a team of eight entered, four reached the semi-finals.

Our hockey team is still undefeated this season—long may they remain so. Instr.-Lieut. Sharrow, R.C.N., is training a basketball team which makes its debut very soon in the local league. From the enthusiasm he is putting into the training we can expect big things.

Drama

On the drama side, Instr.-Lieut. Oakland, is progressing with his production of a revue for the end of term, but he lacks a good pianist for rehearsals, so—any volunteers?

Our leading actor Instr. Lieut.-Cdr. J. Usher has loaned his talents to the Southsea Shakespeare Actors and graced their recent production of "Othello" in the role of the Duke of Venice. Our producer is now busy with drawing board, and plans for the spring productions are in hand.

R.N.B. PORTSMOUTH

ON FRIDAY, October 5, the Commander-in-Chief, Admiral of the Fleet Sir George Creasy, carried out his inspection of the Royal Naval Barracks during the forenoon, and inspected divisions drawn up on the parade ground in the afternoon. He expressed his pleasure at being in a position to inspect the guard that so often parades at Victory Ship when he is receiving official calls, and complimented them on their appearance and bearing.

Admiral's Inspection

After his inspection the Commander-in-Chief took the salute at the march past which was headed by the Blue-jackets Band. The numbers on parade were strengthened by an extra large contingent of new entries, among whom were to be seen members of the Supply and Secretariat and Sick Berth Branches dressed in square rig for the first time. Unfortunately the latter part of the parade was spoilt by a heavy shower.

One absentee from Divisions was the Able Bull Dog Vectis King, who after spending a holiday at Waterloonlee Kennels on a slimming course, developed sore feet. There is some suspicion that this is all part of his campaign to laze around and regain his former weight.

Dental Duties

During the war lady dental surgeons were recruited for service in the Royal Navy, but on September 20 this year, the first one ever to be recruited in time of peace, joined R.N.B. for the Officers' Divisional Course under a Short Service Commission. On October 27 she took up her appointment in H.M.S. Mercury.

The training of all Wren D.S.As., together with the S.B.As. for dental duties of the Portsmouth Division, has always been undertaken by the Dental Department in R.N. Barracks, Portsmouth. But recently it was decided that for the future, all dental training, including S.B.As. of the Chatham and Devonport Divisions, would be done in Portsmouth. The first course is now under instruction.

Readers of the national press will be aware that once more the court-martial room in R.N.B. is to be used

(Continued on page 10)



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It is not always true to say "Don't start anything you can't finish." A sailor walked into Anson Block asking for official blessing to start a silver paper collection in aid of a deserving charity. The idea was for small boxes to be placed outside each divisional office, and he would be responsible for emptying them. Day by day these boxes were emptied and all ran smoothly. Then it was noticed that the boxes were becoming full. Larger boxes were substituted for smaller ones, until outside each office were to be seen Kelloggs packing cases. Then it was realised that the instigator has gone on draft, and so the silver paper collection campaign.

Dances for small ships are catered for, and terms for these can be obtained from the SECRETARY - MANAGER. Tel. Portsmouth 70281 or 70282

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Sea Scout sailed on October 8 to continue her running, leaving many friends in this seldom visited and most hospitable old town.

H.M.S. Newcastle



Yokohama Misses in traditional dress visit H.M.S. Newcastle—August, 1956

IT WAS on June 25 that H.M. Cruiser Newcastle (Capt. A. R. Kennedy) Flagship of Rear-Admiral Edden, Flag Officer, Second-in-Command Far East Station, slid gently into her berth at Yokosuka, the principal American Naval base in Japan. During the next few weeks the Japanese were to become familiar with the Newcastle's lilting refrain, "Blaydon Races" and with the British sailors who were eager to see the homeland of the Mikado at first hand.

Here at Yokosuka we were fascinated with the brilliantly lit shops overflowing with examples of Japanese craftsmanship, while the people delighted us with their quaint oriental ways. Excursions were made to the "Blackpool of Japan"—Enoshima, with its neighbour town Kamakura, to make our first acquaintance with the Torii Shrine, the Shinto Temple and the massive bronze Buddha. Sixty gallant members of the Outward Bound School journeyed to the lake-girt base of Mount Fuji, and in true pioneer spirit completed the ascent of this 13,000 feet sacred and extinct volcanic cone. So popular was this venture that another 30 members repeated the climb later in the cruise.

Picturesque Inland Sea

Japan's second greatest commercial port Kobe, is situated near the eastern entrance of the picturesque Inland Sea and possesses a hinterland rich in historic treasures and scenic beauty, in addition to the outpour of the industrial metropolis Osaka. An average year sees 500 British merchant ships trade here, so it was not surprising that the sight of the white ensign melted the hearts of our British community. Keen tourists went to Kyoto, the wonderful old capital, teeming with temples, gardens and modern souvenirs, of mediaeval artistic skill; to the Takarazuka

Theatre where a famous all-girl musical troupe perform everything from Kabuki to pantomime with astonishing versatility; and to Hozu where a 10s. fee confers the thrills and excitement of shooting the rapids in a 25-foot wooden boat.

At Kure we witnessed the grand finale of the Commonwealth Base, the nearest port to Hiroshima, where the first atom bomb revealed its destructive power 11 years ago. This central lobe of the Inland Sea is considered to be without equal in natural beauty as was verified by the majority of our crew who explored the island of Miya Jima with its sea Torii and forest-clad hills. The Kamikazes or Japanese suicide-pilots, were granted their last few days on earth in this "garden of Eden."

Americans Help

The vagaries of typhoon "Wanda" caused us to call at the most western port of Japan—Sasebo, which gazes across the Strait of Korea. Despite lack of warning, the Americans rallied to our aid and helped to make this visit one of the best. High-lights at Sasebo were the secrets seen at a cultured pearl farm and at Arita, the centre of the Korean-type porcelain industry.

Our final farewells were said at Yokohama, the port of Tokyo. The capital's Ginza Street, with ultra modern stores, contrasted strangely with Gizakan Mart, where bazaar bargaining reigned supreme. Monster carp glided lazily in the Imperial Palace moat, taxis rushed at suicidal speed along crowded thoroughfares and the theatre lights winked a welcome to all.

So interesting have we found this "Britain of the East" that we fail to remember that more than one-half of this cruise has been devoted to exercises at sea.

Home Air Command to Represent Navy in Ceremonial

The Home Air Command has been given the honour of representing the Royal Navy at three forthcoming ceremonies in London. These are: the Lord Mayor's Show on November 9, the British Legion Festival of Remembrance on November 10, and the Cenotaph Guard on November 11. In addition the Command will provide parties to attend the services in Westminster Abbey and Westminster Cathedral on November 11.

Ratings taking part have been selected from a number of Naval air stations and are now training at Lee-on-Solent

H.M.S. FLEETWOOD

A LOT of water has flowed under the Fleetwood's keel since the last article was sent in by the celebrated Count Sovile—he was reputed to be teaching the Welsh the latest rackets when last heard of. However back to Fleetwood, since we finished the refit in June we have done quite a bit of moving around (in spite of Starling's rude remarks) visiting various parts of Scotland in July, and dropping in on the Faeroes and Bergen in Norway. This trip did not give much chance for relaxation although a celebrated voyage was made by the whaler from Stornaway to Loch Eriboll with Lieut.-Cdr. S. A. Mearns in command (assisted by the Buffer).

The crew arrived back looking rather haggard after a "rough" passage, the only excitement being provided by the Buffer who chased away a fisherman and his friends who had been kind enough to show them where to berth for the night in a cove, and came back later to remove as much gear as he and his friends could carry. (They aren't so slow in Scotland after all.)

Worth Another Visit

When we got back to Portsmouth at the end of July we soon left again on a few days "jolly" in Bremerhaven. Although previous ships were not enthusiastic about the place I think we can say it's worth another visit some time. The high-light here was when the Captain and the Oberbürgermeister (Lord Mayor to you) sang a duet in German at a party given by the local marine association (German Navy). Back to Portsmouth after this and a rest on leave, with those unfortunate enough to be left on board coping with three hectic days of crowds during Navy Days. As we had over 6,000 on one day those on board are looking at the ship with renewed interest to see what they must have missed before, although Dryad's display may have helped.

At the end of August Lieut.-Cdr. D. E. Wilson, R.N., relieved Lieut.-Cdr. C. E. S. Beale, R.N. as captain, he takes all our best wishes with him at his new appointment at Whaley in charge of the Jaunty's School (as long as he teaches them to steer clear of our boys when ashore). We left shortly after for another trip, this time to Cornwall for about three weeks. Now we are back alongside (again?) until Scotland sees us towards the end of November.

Sport

On the sporting side Fleetwood retains her position of being top dog in the Portsmouth squadron. (Even Captain (D) was annoyed when we beat Vigo by 10-1 at soccer.) The only sport we failed to shine at was pulling (too much time at sea?). I'll be signing off now, so until the next time

H.M.S. DAUNTLESS

UNLIKE OTHER ships who have borne proudly the name Dauntless and who have won battle honours in the Crimea, the Baltic and the Atlantic, this H.M.S. Dauntless is a "stone frigate," situated in the Berkshire countryside, seven miles from Reading. The establishment is unique in that it is manned entirely by members of the Women's Royal Naval Service. In 1946, H.M.S. Dauntless became the only new entry training establishment for the Women's Royal Naval Service and from then has been run on the lines of a ship in Her Majesty's Navy. It is here, in a huddled camp, which glows with cleanliness and friendliness, that girls come to join the W.R.N.S., wishing to launch out into the world, make friends, and do a useful job in a category of their choice

Probationary Period

Girls from all parts of the British Isles join H.M.S. Dauntless each week and each girl is placed, with her contemporaries, in one of the four training divisions. These training divisions are each in the care of a W.R.N.S. officer and a petty officer Wren of the regulating branch. It is here that the new entry Wrens complete their initial training, which normally lasts one month. The first two weeks of this initial Part I training are a probationary period during which time the probationary Wrens have the option of discontinuing their training and life in the Service should they so wish; equally, during this time, they can be rejected as unsuitable for further training. During Part I training they are taught the customs, traditions and methods of the Navy; lectures are also given.

On completion of their Part I training the Wrens proceed to a further period of training to fit them for their

particular categories; this training being done, whenever possible, in the same establishments as their Naval counterparts. The W.R.N.S. cooks and stewards are trained in H.M.S. Dauntless, where the up-to-date galleys and modern wardroom provide excellent facilities. The quarters, regulating and education categories also do their training in H.M.S. Dauntless interspersed with short courses, generally in one of the home ports.

High Standard

The Ship's Company in H.M.S. Dauntless is undoubtedly one of the finest of W.R.N.S. units; the girls set a very high example of behaviour, dress and discipline to the trainees. The girls are hand-picked as a great deal of their work involves the training and instructing of new members of the Service. This is particularly so in the case of the senior ratings.

H.M.S. Dauntless is the drafting centre for all members of the Service in the general service categories and the advancement rosters and all W.R.N.S. records are maintained in the establishment. It is also the holding depot for W.R.N.S. ratings going overseas, who come in to be kitted up before proceeding to Malta, Oslo or Germany.

The wardroom consists of twenty W.R.N.S. officers whose jobs range from administrative to sport, and quarters to pay and cash. The padre,

medical and dental officers visit on certain days each week.

H.M.S. Dauntless is the real home of the W.R.N.S. and there are few ratings, now certainly none of less than 10 years service, who have not started their careers in this ship. Every year shows some improvement in the buildings or some additional welfare facility for comfort or sport. It is a ship of which the whole Service can be justifiably proud, for its happy atmosphere has been created entirely by the officers and ratings who have served there at various times throughout the past year

H.M.S. DOLPHIN

IN THE October issue of NAVY News it was stated that the midget submarine at the Main Gate of H.M.S. Dolphin was XE. 8. This is incorrect. The midget submarine is, in fact, X 24. From Cdr. D. Cameron, V.C., Surgeon Commander W. A. Burnett, and A./P.O. S. K. Calvert the Dolphin Correspondent (Old Style) now has the complete and heroic story of this vessel. It is of the same type as those midget submarines which attacked the German battleship Tirpitz in the last war. In fact time and circumstances have conspired to mention both the 13th anniversary of the attack on the Tirpitz (Operation

(Continued on page 14)

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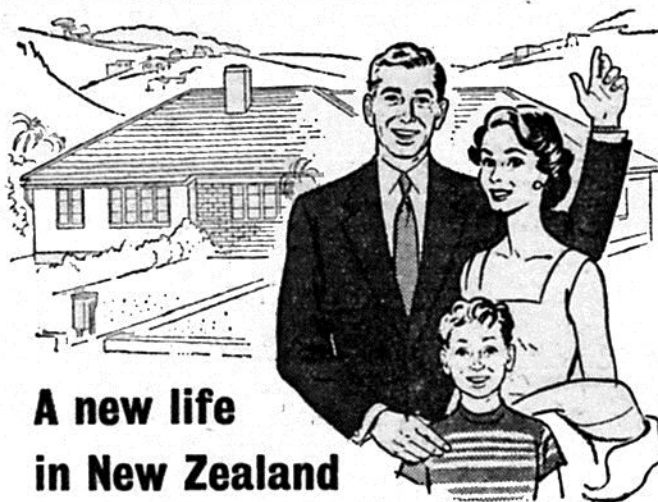
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CALENDAR

Barnes and Mortlake

Nov. 17.—Social.
Nov. 24.—Dance, White Hart, Barnes.
Dec. 15.—Social.
Dec. 21.—Dance, White Hart, Barnes.
Dec. 29.—Children's party.
Dec. 31.—New Year party.
Jan. 7.—Annual General Meeting.

Havant

Nov. 3.—Annual Dinner, in H.M. U.C.W.E.
Nov. 11.—Remembrance Parade, with other Havant Service associations.

Cheam and Worcester Park

Nov. 11.—Remembrance Sunday Parade.
Nov. 17.—"Stag" Dinner in Chelsea.

Durham

Dec. 14.—Buffet Dance.
Dec. 19.—"Stag" Party.

Maidstone

Nov. 24.—Annual Dinner.

Stockton

Dec. 8.—Area Meeting and Annual Dinner.

Portsmouth

Nov. (second week).—Eastern Phantasy.
Nov. 11.—Service of Remembrance at Portsmouth Naval War Memorial.

In Memoriam

Shipmate Gordon Heaton Harris, D.S.M., October 16, 1956. A founder member of the National Royal Naval Old Comrades Association. Cheam and Worcester Park Branch.

Shipmate Rev. Vivian Roy Bartlett, September 18, 1956. Vicar of St. Peter's, Folkestone. Folkestone Branch.

Shipmate John Long, October 18, 1956. Founder member of Eastleigh Branch.

Shipmate Bill Steel. Associate member, Durham Branch.

HAVANT

MUCH OF the time at Havant Branch meeting on October 2 was taken up in discussing final arrangements for the trip to London for the Association's annual Reunion. When October 13 arrived, a coachload left Havant early in the morning and had a most enjoyable day. The general opinion by many who had attended previous reunions, was that this was the best one yet.

So far as the success of Havant Branch trip was concerned, the credit very rightly goes to the hard-working honorary social secretary (Mrs. V. Croft), who had made arrangements for a very good lunch to be ready at a stopping place on the way up, and supper at the Union Jack Club between the afternoon parade and the reunion in the Royal Festival Hall.

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LONDONDERRY

A NEW STANDARD for the recently formed Londonderry branch of the Royal Naval Association was dedicated at a ceremony at H.M.S. Sea Eagle on Sunday, August 19, 1956.

The branch, which now has a membership of 85—including twelve former members of the W.R.N.S.—paraded with representatives of the six other Irish branches and contingents of the Londonderry and Coleraine units of the Sea Cadet Corps.

The parade was accompanied by the Britannia Brass and Reed Band. President of the branch is Surgeon Capt. W. A. Hopkins, O.B.E., R.N.

Guests at the Ceremony

Guests at the ceremony, which had to be held indoors because of the wet weather, included Sir Basil and Lady McFarland, the Mayor and Mayoress (Councillor and Mrs. S. S. Dowds) and the City High Sheriff, Mr. S. R. Cochrane, and Mrs. Cochrane.

The Standard was dedicated by Rev. Wm. Fayle-Parr and Rev. Bernard Kielt, Church of England and Roman Catholic chaplains, respectively, at the Naval Base.

The parade, which was commanded by Mr. F. J. Thatcher, hon. secretary of the Londonderry branch, was inspected by the Senior Naval Officer, Northern Ireland, Capt. P. F. Powlett, R.N.

The guests were later entertained to tea by the branch.

ANNUAL PARADE AND REUNION, 1956

ON OCTOBER 16, London was invaded by thousands of members of the R.N.A. from all parts of the British Isles. Why come to London on the loveliest day of this autumn?

It was the occasion of the Annual Parade and Reunion of the Royal Naval Association.

One hundred and ten branches with their standards proudly flying and headed by the Bluejackets Bands of Chatham and Portsmouth marched through Horse Guards Arch into Whitehall and on to the Cenotaph to pay tribute to all shipmates who had crossed the bar in the service of their country. The service at the Cenotaph was conducted by the Association Chaplain, The Very Reverend Thomas Crick, Dean of Rochester.

Floral Anchor

Our president, Admiral of the Fleet Sir John Cunningham, G.C.B., M.V.O., placed a floral anchor on the Cenotaph on behalf of the Royal Naval Association.

The parade then marched past and was inspected by Admiral Sir Charles E. Lambe, K.C.B., C.V.O., the Second Sea Lord.

The parade was under the command of Shipmate R. Pearn, of Portsmouth. During all this time the standard-bearers were under the watchful eyes of Air Comm. Ellerton, who is the liaison officer between the Air Council and the Royal Air Forces Association, and Major Davidson, general secretary of the Royal Marines Association. They adjudged the Nottingham standard-bearer to have been the smartest on parade, with Willesden second and Hastings third.

Annual Reunion

During the evening in the Royal Festival Hall, the Association foregathered for its annual Reunion.

Among the distinguished guests who honoured us by their attendance were the Ambassadors of Portugal and the Royal Netherlands. Also present were Admirals of the Fleet The Earl of Cork and Orrery, Lord Fraser of North Cape and Sir Algernon V. Willis, Admiral Sir Charles E. Lambe and Lady Lambe, Admiral Sir Frederick Parham and Lady Parham, General Lord Jeffreys, Colonel Grenadier Guards, and Lady Jeffreys, Sir John Lang, Secretary to the Admiralty, and Miss Lang, and Sir John Nott-Bower, Commissioner of Police of the Metropolis, and Lady Nott-Bower.

The Ambassador of the United States of America was represented by the American Naval Attaché.

Commonwealth Represented

The Royal Canadian, Royal Australian and Royal New Zealand Navies were represented, as were also the British Legion, the Royal Marines Association, R.N.B.T., the Royal Air Forces Association and the Association of W.R.N.S.

We were particularly happy to have with us patients from the Star and Garter Homes and pensioners from Pembroke House, Chatham.

This being the tercentenary year of the Grenadier Guards, it was fitting that they should take a leading part in the programme. The band of the Grenadier Guards alternated with the massed bands of the Royal Marines to give us a very fine musical programme.

Robert Easton sang to us in usual inimitable style, and Cyril Fletcher with his odd odes and Peter Cavanagh of the many voices, provided the humour.

Local Talent

Shipmates Morris and Morseley of South-West London provided the "local talent" spot in the programme.

Vera Lynn was very sincerely ours and received a very enthusiastic reception.

Glyn Jones and the Welwyn Garden City Male Voice Choir kept us "Bobbin' up and down like this," Charles Smart was at the organ, and Kathleen O'Hagan was at the piano.

On this, the 21st anniversary of the Association, the new headquarters standard was dedicated by the Very Reverend Thomas Crick, the Association's Chaplain.

Massed Bands

Those taking part in this dedication were 110 standard-bearers with their standards, (the new standard was borne by Shipmate Leeder of Gillingham), the massed bands of the Royal Marines conducted by Lieut.-Colonel F. Vivian Dunn, C.V.O., F.R.A.M., R.M., the Memorial Silver Trumpets, Buglers of Her Majesty's Royal Marines, the Band of the Grenadier Guards conducted by Major F. J. Harris, M.B.E., A.R.C.M., Capt. Anthony Kimmins, R.N., Mr. Reginald Johnson, Peter Cavanagh, the Welwyn Garden City Male Voice Choir, Glyn Jones, Robert Easton, Charles Smart and Kathleen O'Hagan. We must thank our producer, Lieut. Cdr. L. H. Maskell, R.N.V.R., for giving us once again a never to be forgotten show.

No. 11 AREA

GREETINGS to all Shipmates. The high-lights of the past months have been the inauguration in July of the new branch at Mexborough. The officials of this branch are to be commended on the splendid arrangements made for the launching. The area secretary and I spent a most enjoyable evening and sincere thanks are due to the officials of the Doncaster branch, not only for being in attendance but also for the help and guidance given to the chairman and secretary of Mexborough.

In August I had the pleasure of officiating at the presentation to Shipmate Peter Clarke by the Durham branch. Several members paid tribute to the splendid contribution which Peter had made to the success of the branch. Thank you Durham for the hospitality and the memory of a happy evening.

Fine Gesture

During June accompanied by Mrs. Wade I had the privilege of attending the Annual Conference of the R.A.F. Association at Southport and on behalf of the R.N.A. I express sincere thanks to the general secretary of the R.A.F.A. for an interesting and in-

structive conference, also for the splendid hospitality and welcome received.

Sunday, September 16, became a red letter day for the Durham Light Infantry Association when the members gathered at Brancepeth Castle to honour the general secretary, Lieut.-Col. Harry Lowe in celebration of his 50 years of service to the Regiment. The presentation took the form of an inscribed watch together with a cheque. From ranker to lieutenant-colonel is indeed good going. Thanks were expressed on behalf of the R.N.A. for the kind invitation, also for the warm welcome received together with the liberal disbursement of refreshment during the evening.

Enjoyable personal visits have been made in recent months to the Hartlepool, Darlington and Stockton branches.

Social Evening

On Saturday evening September 8 I returned to my own branch Wingate for a social evening held at Coxhoe.

During the evening tribute was paid to two past branch secretaries, Shipmate H. Ferguson and Shipmate J. Hall. Unfortunately, Jim was in hospital. Special reference was made to the work on behalf of the branch by these two gentlemen. Shipmate Ferguson was presented with a Waterman writing set, and arrangements were made to pass on to Shipmate Hall the very elegant cigarette lighter. The officials of Wingate are to be congratulated on the splendid progress of the branch during the past year. Whenever possible I shall be back.

The area quarterly meeting was held on Saturday September 22, 1956, when our hosts were the members of Scarborough branch. We gathered at the Bell Hall, the branches represented being Doncaster, Hartlepool, Hull, Scarborough, Stockton and Wingate. What a pleasure it is personally to attend area meetings these days. The general discussion and the exchange of views, especially on welfare work, must be helpful to all delegates. A personal thank you to the many branch officials who attended as visitors and made such a splendid contribution to the business of the day by their general observations.

The Stockton branch will be our hosts at the area meeting to be held on December 8, 1956, when arrangements will be made to hold the Annual (Stag) Dinner.

Having recently been elected chairman of the National Council may I express sincere personal thanks for the help and guidance given by the older members of the Council during the years I have been a member.

I look forward to a happy year of close co-operation with the general secretary, and in closing may I remind members of the splendid service which the general secretary continues to render on behalf of all members of the Association.

No. 2 AREA

THERE WAS considerable discussion at our excellent meeting of area delegates at headquarters on October 6.

The proposal to purchase an area standard was carried. It is earnestly hoped that the small sum required will be forthcoming.

Shipmates Godfrey and Wheeler explained the reasons for the lack of tickets for the Festival Hall and the minutes of the area meeting now being circulated give full details.

Some branches have let the area secretary have their index cards. Branches who have not yet sent their cards along are requested to do so.

We have not forgotten our Navy Days ideas—help and encouragement are, however, required. Support is also required for that trip to the Continent mentioned last year.

I would like to congratulate the producer for his efforts over the reunion entertainment. It was excellent. The feeling of the "Tail-end Charlies" who could not hear the band at the Cenotaph Parade is understood.

Good wishes to all branches of Area No. 2.

GOSPORT

THE CHAIRMAN of the Portsmouth Branch, Shipmate L. Bray, together with a representative team of his Branch, visited the Gosport headquarters recently to present a framed picture. At the ceremony, Shipmate Bray conveyed the congratulations of the Portsmouth Branch and expressed the sincere hope that this was a fore-runner of many happy evenings together. Shipmate Pimlock of Portsmouth, who was mainly responsible for the presentation, gave a history of the picture and rounded off with amusing anecdotes. The Gosport chairman, Shipmate Bates, expressed thanks to the Portsmouth Branch for

a most acceptable gift and undertook to stimulate arrangements for exchange visits as soon as it was conveniently possible.

Members of the Gosport Branch of ex-Wrens visited the R.N.A. headquarters when they were the hosts for the evening and provided members with a magnificent entertainment including darts, games and music.

Other visitors have included the Gosport Motor-cycling Club.

Representatives at the Annual Rally included the standard-bearer, Shipmate Farley.

MAIDSTONE

ALTHOUGH we have not been in the news recently, we have certainly not been out of action.

Our branch has been well attended lately and a considerable number of Shipmates thoroughly enjoyed the excellent cinema show given by Capt. Litchfield. The company of the "lads" from Pembroke House was also enjoyed at the branch annual Harvest Festival. We were honoured by the presence of the Mayor and Mayoress and Brigadier H. Fletcher.

Annual Reunion

There was full support at the Annual Reunion. A really enjoyable day.

It was pleasant to see three of our old vice-presidents in the mess on the last occasion and we hope to see the lot at the Annual Dinner on November 24.

The kiddies' Christmas party is beginning to take shape.

Shipmates are asked to give serious consideration between now and Christmas to the officers and committees for next year. Support from all is very necessary for the coming season.

Congratulations to the games team for their win over the R.A.S.C. We could win the shooting cup if we got that full team every time.

Best wishes to our "chummy" branches—we hope to see some of you some of these evenings before the cricket season.

CAPETOWN

SHIPMATES at home who have happy recollections of South Africa will be interested to know that we now have a flourishing branch of the R.N.A. in Cape Town. So far we are the only branch in the Union and our membership is now just over one hundred. The branch was officially inaugurated last year by our first president (Vice-Admiral Sir Ian Campbell, K.B.E., C.B., D.S.O.) then Commander-in-Chief, South Atlantic, who, on relinquishing the command accepted an invitation to become a vice-president and thus retains his interest in the branch.

New President

We were naturally pleased when his successor as Commander-in-Chief (Vice-Admiral Sir Geoffrey Robson, K.B.E., C.B., D.S.O., D.S.C.) at once accepted an invitation to become president on his arrival in South Africa. A cocktail party was recently held in honour of Vice-Admiral and Lady Robson at which the president was presented with a wall plaque bearing the crest of the R.N.A. The plaque, which was a joint effort by two of our members, now has a place of honour in Admiralty House, Simonstown.

As our vice-presidents, we are fortunate in having three senior officers who now live in the Cape and take an active interest in the R.N.A., namely Admiral Sir Herbert Packer, K.C.B., C.B.E. (a former Commander-in-Chief, South Atlantic); Rear-Admiral the Hon. George Fraser, D.S.O.; and Major-General A. P. Dawson, C.B.E., Royal Marines.

We hold a social get-together once a month at a Cape Town hotel and this is usually a Ladies' Night. Recently we have been glad to have with us members of the Cape Town branch of the Association of Wrens, of whom we hope to see more!

Officers Elected

The following officers were elected at the last annual general meeting: *Chairman*, H. A. Udell; *Vice-Chairman*, J. Beighton; *Hon. Secretary*, T. Sims; *Hon. Treasurer*, R. Howes; *Hon. P.R.O.*, B. Lintern.

On a recent visit to the U.K. (as reported in NAVY NEWS) Shipmate Howes looked in on the Gosport branch and told the members something about our activities out here. We shall be very glad if any Shipmates from home who may be visiting South Africa will get in touch with the P.R.O. at 49 Balfour House, 13 St. Georges Street, Cape Town (Phone 3.2682) or, better still, drop a line in advance to him at P.O. Box 4606, Cape Town.

DURHAM

IT'S AN old saying that unpleasant happenings do not come singly, and this maxim our branch has unfortunately found out to be true.

First of all, that grand branch worker, Shipmate Ray Mitchinson, was bereaved by the untimely death of his young wife and then, after a short illness, our very good friend mine host Bill Steel of the "Dun Cow," who recently was made our one and only associate member, died. Our sincere thoughts go out to Mrs. Steel and Ray.

There is, however, the more cheery side, proving that our thriving branch still continues to make headway.

Owing to the embarrassment of our increased membership, the Christmas social must, perforce, take place outside our headquarters at the "Dun Cow," and, at present, the chairman, Bill Morley, is organising a buffet dance at The Red Hills Hotel on December 14.

The "Stag Party" has not been abandoned by any means, and will take place in the "Dun Cow" headquarters on Wednesday, December 19.

Our dedication will take place in Durham Cathedral on Sunday, May 26, at Evensong. Local branches please note: we deem it a great honour that this ceremony should take place in one of Britain's finest cathedrals.

FOLKESTONE

SINCE OUR last report to the NAVY NEWS, we regret to say we have lost our worthy Padre, the Rev. Vivian Roy Bartlett, Vicar of St. Peter's—the fisherman's Church—and who passed away suddenly on Tuesday, September 18, after a brief illness.

On September 21 Lydd Branch were entertained by us at Folkestone, and an enjoyable evening was had by one and all.

Unfortunately we were too late to purchase tickets for the Reunion at the Festival Hall on Saturday, October 13, but a coachload of members attended the afternoon parade at the Cenotaph and afterwards spent the evening at the Adelphi Theatre, where the show "Such is Life" was enjoyed by all who attended.

WEST BROMWICH

THE THING first and foremost in our minds at West Bromwich is our recent standard dedication on Sunday afternoon, September 30. We were blessed with a really glorious day, and everything went without a hitch.

From the many letters received from our visiting branches, everyone thoroughly enjoyed the proceedings. The dedication service, and the wonderful parade and march past were an inspiration to all. We extend our sincere thanks to everyone who took part, and helped to make the day so memorable.

The day for us started early, when, with the help of our lady associate members, we cut 1,500 sandwiches for visitors.

The wreath, which was later laid on the war memorial, to our "Fallen Comrades," was six feet high, and a very beautiful tribute—it stood outside our headquarters all morning, and commanded much admiration.

The parade to the church was from Dartmouth Park, and was headed by the Royal Marine Band of H.M.S. Gamecock. The length of the parade surprised everyone, even our town officials, who have since complimented us on the efficient organisation.

The Church of Holy Trinity held 750 people and those unable to gain admission were accommodated in the nearby schools, to where the service was relayed.

The dedication was performed by the Rev. Canon J. Brierley, M.A., Rector of Wolverhampton, and assisted by the Vicar, Rev. F. Sutton. Nothing that I write can describe the glorious floral decorations in the church, they just had to be seen. On the pulpit was an anchor made in white carnations and chrysanthemums. Over the altar was placed a ship made in flowers, and these, in the midst of all the other decorations, were so striking and outstanding.

There was a separate civic procession to the church, which included Admiral Sir William Tennant, K.C.B., C.B.E., M.V.O., Lord Lieutenant of Worcestershire (who later took the salute), supported by the Mayors and Mayoresses of West Bromwich, Oldbury, Smethwick, Walsall, *Dudley, Wednesbury, and Rowley Regis (all the boroughs where we have mem-

bers residing), Lady Buller, C.O. of H.M.S. Bermuda (the adopted ship of West Bromwich), Mr. John Dugdale, M.P., the Town Clerk, representative officers of several training establishments, our No. 8 Area National Council member, the Area chairman and secretary, and the president, vice-presidents and officials of West Bromwich Branch, etc.

The parade included approximately 30 branches of the R.N.A. from as far away as Portsmouth, Cardiff, Preston, London, Newport, Reading, etc., and there was a total of four bands.

Tea was afterwards provided in the Town Hall, to all who took part, and believe me, by that time, everyone was ready for a "cuppa."

At least, the inhabitants of West Bromwich now know that they have a branch of the Royal Naval Association.

Calendar Note.—Social Evening, October 31, 8 p.m.

ISLE OF WIGHT

OUR MONTHLY meeting on September 21 was well attended, with about 40 shipmates and ladies present.

Our chairman, Shipmate Rann, stated that this is the fourth year in succession that our Branch has been requested to man the gates during Ryde Carnival celebrations, so obviously our services have been appreciated.

On Sunday, September 9, the Branch was well represented at the dedication of the standard of the newly-formed Bembridge Branch. The parade was well conducted and the Portsmouth R.N.B. Band provided us with the old stirring Naval marches.

Mainland branches were well represented. The salute was taken by Admiral Tottenham, K.C.B., C.B.E. After the parade an excellent tea was provided in the church schoolroom by the ladies of the Bembridge Branch, and later members enjoyed a coach trip before returning home.

On Sunday, September 21, the Branch was well represented at the Battle of Britain anniversary parade at Newport. The church service was held at St. Thomas' Church, Newport.

Our chairman was glad to state that the Branch is holding its own financially since new premises have been taken over. Thanks are due largely to the efforts of our ladies, who have organised some enjoyable social events.

CHEAM & WORCESTER PARK

THE BRANCH opened its dance season with an attendance of over 200 dancers.

The Friday night meetings are now being very well attended and membership is increasing. November 17 is to be our Stag Night, when all shipmates granted a pink ticket from their better halves will attend the dinner at a well-known Chelsea hotel.

Plans for the annual dance in April are well advanced and it is hoped to have an impressive lists of guests on this occasion.

Winter tournaments arranged include one for the President's Darts Trophy. The Carton Cue Trophy and also for snooker, a new contest for this Branch, but one likely to prove popular.

BARNES & MORTLAKE

NEW MEMBERS are still coming along, and we are all set for a full winter programme. The main concern at present is to swell the newly-opened "Standard Fund," and to this end a dance and a social has been arranged for each of these during the winter months, the proceeds from which will go into the Fund.

The entry of the darts team into its first serious competition, saw them emerge victorious from a five-sided contest, for the Battle of Britain Shield, presented by the local branch of the Royal Air Forces Association. Well done, lads.

Our latest "new entry" is His Worship the Mayor of Barnes, Councillor F. A. W. Counter, who has become an Associate Member. He has shown a great interest in the affairs of the Branch since he attended our dance in May and forwarded a cheque for the "Standard Fund," which is very highly appreciated.

Eighteen members attended the Reunion at the Festival Hall, and all enjoyed an extremely good evening.

Neighbouring branches are invited to come along to our socials

UNITED KINGDOM ATOMIC ENERGY AUTHORITY A.E.R.E. HARWELL

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Applications are especially invited from men in the following classes who are due to be released later this year or early in 1957.

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ELECTRICAL ARTIFICERS

RADIO ELECTRICAL ARTIFICERS

ORDNANCE ARTIFICERS

RADIO ELECTRICIANS

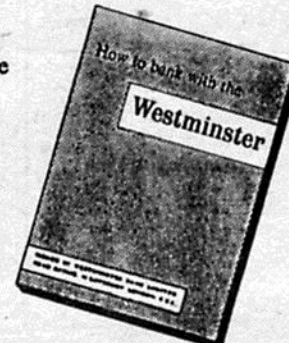
ELECTRICAL/MECHANICAL MECHANICIANS

Applications should be sent to Industrial Recruitment Officer, A.E.R.E. Harwell, Didcot, Berks, or anyone requiring more information should send for a copy of the booklet, "A CAREER IN ATOMIC ENERGY," which sets out some of the conditions of employment at Harwell.

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It is regretted that owing to the pressure on our space this month, articles from the Royal Naval Associations of Eastleigh, Portsmouth, Rosyth & West Fife and Belfast have had to be held over until the December issue.

COMMAND NEWS—continued

R.N.A.S. LEE-ON-SOLENT



The First Sea Lord on his arrival at R.N. Air Station, Lee-on-Solent, in a Devon aircraft of 781 Squadron. Admiral Mountbatten was on his way to say good-bye to H.M.S. Protector before she sailed for the Antarctic

IT RARELY happens that any Naval establishment may welcome both the First Lord of the Admiralty and the First Sea Lord on the same day. Such however was the happy coincidence which honoured the Royal Naval Air Station at Lee-on-Solent on Friday, October 5.

Viscount Hailsham spent the evening of the 4th as the guest of Vice Admiral Caspar John, Flag Officer Air, and on the following morning accompanied by Admiral John and Commodore J. E. M. Glenny, D.S.O., D.S.C., R.N. (Commodore of the Royal Naval Barracks), he inspected a guard of 50 Naval airmen parade in his honour in front of the wardroom mess. The guard commanded by Lieut. Gueterbock, R.N. After driving to Wykeham Hall where he met members of Flag Officer Air's staff he paid a visit to the Royal Naval Air Yard at Fleetlands, where he saw Sea Hawk fighters

undergoing major overhauls. During this tour Rear Admiral Ham, Flag Officer Reserve Aircraft accompanied the First Lord, together with Capt. Turner, Superintendent of the Yard. He witnessed airframe repairs, jet engines on test at full power, observed through thick quartz scuttles and a final pre-flight inspection on a completed aircraft.

Close Liaison

From there, accompanied by Flag Officer Ground Training, Rear Admiral R. L. Fisher, he went by car to nearby Seaford Park where the increasingly close liaison between medicine and modern flight at high speed and high altitude was demonstrated by the Staff of the Air Medical School. He observed the effects of lack of oxygen and cabin pressure loss in the decompression chamber and a live run on the ejector seat test rig by Surg. Lieut.-Cdr. Mackie, D.S.C., R.N., who is himself a naval pilot. The new naval inflatable life saving equipment which has replaced the Carley Float in all H.M. ships was demonstrated. Ratings forming instruction classes all come from ships in the Home Fleet.

Returning to Lee, Viscount Hailsham lunched with Flag Officer Air and afterwards visited the Royal Naval Air Station, accompanied by Vice Admiral John and Capt. H. H. Bracken, R.N., Captain in Charge of the Air Station.

First Sea Lord's Flight

He visited 705 Squadron, commanded by Lieut.-Cdr. Knight, D.F.C., R.N., to see something of the vast helicopter training programme being carried out. It was here, to our great pleasure Viscount Hailsham decided he would like to fly in one of the helicopters and quickly donning a Mae West and Space Helmet he confidently took off in a Hiller two seater training plane, piloted by Lieut.-Cdr. Spreadbury, R.N. Afterwards he said, "It was great fun, I enjoyed it." He then witnessed a demonstration of fire fighting by the School of Aircraft Handling who are interservice champions. Shortly after this the First Lord left by air in Flag Officer Air Home's personal aircraft, for the Royal Naval Air Station at Yeovilton. He was to meet Flag Officer Flying Training, Rear Admiral Evans and to meet the Naval All Weather Fighter squadrons composed of Sea Venoms based there.

The First Sea Lord arrived by air in a Sea Devon of the Naval Communications Squadron flown by the Squadron Commander, Lieut.-Cdr. Rudolf, D.S.C., R.N.

He was received by Flag Officer Ground Training, Rear Admiral R. L. Fisher, deputising for Vice Admiral John, and by Captain in Charge of N.A.S. Lee, Capt. H. H. Bracken, R.N. After speaking with officers in the Air Traffic Control Room, the First Lord left by air for H.M.S. Protector in a Whirlwind helicopter of the ship's flight. These aircraft and their crews have been based at Lee for training before joining the ship for her second Antarctic commission. The distinctive colour scheme of these helicopters, orange-yellow below and black above are specially chosen for this Antarctic duty.

The helicopter landed the First Sea Lord on the tiny flight deck of Protector, the purpose of his visit being to see the ship and talk with her captain, officers and men before she sailed for the Antarctic later in the afternoon.

H.M.S. DOLPHIN

(Continued from page 11)

Source) and X 24 in the same paragraph. In Operation Source the midget submarines X 5 to X 10, towed by six submarines of the S. and T. classes set out on the night of September 11 to attack the Tirpitz.

Historic Operation

Here in Blockhouse Fort we have two officers serving who took part in that historic operation. Capt. R. L. Alexander, D.S.O., D.S.C., at that time Lieutenant, commanded H.M. submarine Truculent, and Cdr. D. Cameron, V.C., at that time Lieutenant, commanded X 6. Of the six midget submarines which were towed, only three got into action (X 5, X 6, and X 7). X 24, the subject of this paragraph, took part in two successful attacks on enemy shipping in Bergen—on both occasions she was towed to within operational distance by H.M. submarine Sceptre which also took part in the Tirpitz operation, and which on this and the two other occasions was commanded by Lieut. (now Cdr.) I. C. McIntosh who until recently was serving with us in Blockhouse. X 24 did extremely good work against the enemy—a German ammunition ship disintegrating with all the pomp and majesty of a fireworks display is not a sight to be easily forgotten.

On the second trip into Bergen X 24 was commanded by Lieut. P. Westmacott (now Commander) who was, until recently, also serving with us in the Peninsula. X 24, unofficially christened Expeditious, back from the Schoolboys' Exhibition at Olympia, may now be seen at the Main Gates of H.M.S. Dolphin.

New Correspondent

It is, at this juncture, that the Dolphin Correspondent (Old Style) concludes his chronicles of the activities of the Fort—his job is done, and his story of the Peninsula has now spread out to include the far wider submarine horizon. From now on the Lieut.-Cdr. P. H. Jackson-Syner, D.S.C., takes over the pleasant role of Dolphin correspondent. Secretaries of the various Submarine Old Comrades Association branches should send news of their activities to him; it would be appreciated if secretaries would bring to the notice of branch members Capt. Gregory's appeal for photographs and trophies of a submarine nature for display purposes in Blockhouse.

News for All

NAVY NEWS was started about two and a half years ago as the Portsmouth Command monthly magazine. For the past eighteen months regular articles have been written about the activities of H.M.S. Dolphin and the 5th Submarine Squadron but this month it has been approved that NAVY NEWS be used as the submarine paper and in future an article will appear each month covering news of the Submarine Service as a whole.

Admiral's Inspection

Flag Officer Submarines carried out an inspection of Blockhouse Fort in September. This comparatively rare occasion caused no mean disturbance ending in two days feverish activity. The usual kit locker full of dirty boots was discovered but the large Nissen hut full of broken furniture was successfully avoided. General drill was carried out in pouring rain ending with a passive defence exercise. A most important item in one of the Section Headquarters is a tide table. This gives ready information to the Section Officer of the wet or dry condition of personnel in a certain refuge.

On the afternoon following the Admiral's inspection, Blockhouse was enjoying an unexpected make-and-mend. The peace was shattered however, when it was reported that an Inshore Minesweeper in the reserve trot opposite the main pier was on fire. A certain senior officer was heard to remark that it was a day too late, but it was true and the fire was serious.

A brand new portable Scammel pump arrived in the Fort at the very moment the fire started. This was whipped away from under the nose of a surprised engineer officer who was heard to be complaining bitterly that he had not yet signed for it, and in a very short time it was in a motor cutter and fighting the fire.

Subs Visit

H.M.S. Amphion (Lieut.-Cdr. Vause) commissioned in October. After a working up period she is sailing in the New Year for service with the 6th Submarine Squadron. Submarines of the home squadrons have recently paid visits to ports in Norway, Germany and France, and H.M.S. Adamant Depot Ship for the 3rd Submarine Squadron has just returned from an independent visit to St. Nazaire.

SPORTS PAGE

HOME AIR COMMAND

ASSOCIATION FOOTBALL

R.N. (Air) v. Hampshire

The annual match between Hampshire and Royal Navy (Air) which was played on Wednesday, September 26, at Privett Park Ground, Gosport, resulted in a 4-0 win for the county. This was the first representative match of the season for both teams.

The game started with Hampshire pressing hard for an early goal but it was not until the 24th minute that they scored; at half time the score was still 1-0. In the second half, play switched from end to end and, again, it was not until the 24th minute that the county found the Air Command net vacant. The Royal Navy (Air) at this stage were however handicapped by having N.A. Hasty (their Irish international centre forward) carried of the field with an injury to his ankle. This proved more serious that at first imagined and he did not return to the game. As if this was not enough L.S.A. Bridge-water the right back was also injured and, so, with much weakened opponents the County pressed harder but, deservedly, on their early showing, achieved a convincing win.

P.O. Cairns in the Navy goal played a fine game and, due to his safe goalkeeping, saved many an awkward situation.

Augmented Daedalus XI v. Rangers F.C., Guernsey

An augmented Daedalus XI beat the leading Guernsey League Club, Rangers, 4-2 when they met in their annual match, as part of the Charybdis ceremonies, in the Channel Islands on Saturday, October 13.

Play throughout was hard and fast with both teams evenly matched and, from the spectators point of view, the game was a delight to watch. P.O. Barnes, who played a sterling game at inside right scored three goals—including two which came from classic headers; the other goal was scored by A.A.4 Gilling from the outside left position. The Service half back line of Bayley, Tilley and Smith were outstanding and the rest of the defence, in which Durrant gave a good display in goal, proved too much of a problem for the home team.

Before the match the teams, together with the R.M. Band of the C.-in-C., Portsmouth, were presented to H.E. the Lieut.-Governor of Guernsey.

The 2nd Round games have now been played, results as under:—

Lee-on-Solent 4 v. Culdrose 3, Yeovilton 0 v. Ford 4.

Both games were typical cup ties with thrills galore, the players going all out for the full 90 minutes, the Lee/Culdrose match went to extra time, during the first half of which P.O. Barnes scored to put Lee into the Home Air Command divisional final. In the other match, a score of 4-0 may seem to indicate a run away victory when in actual fact it was an extremely hard fought game. Ford's team presented a formidable side on paper—with two amateur internationals and four command players—but an enthusiastic Yeovilton side did not let them have all their own way by any manner of means.

The Home Air Command divisional final is to be played on Wednesday, October 31, at Privett Park, Gosport.

THE AIR COMMAND

As always in cup competitions, there have been the usual surprises in the early matches, Ariel's 2-1 win over Lee and 4-1 beating of Ford being good examples. Brawdy did very well in winning their game against Bramcote.

Results are as follows (1st round): Ariel 2 v. Lee-on-Solent 1, Abbotsinch 1 v. Lossiemouth 4, Anthon 3 v. Arbroath 1, Brawdy 3 v. Bramcote 2. 2nd round (to date): Ford 1 v. Ariel 4.

RUGBY—AIR COMMAND K.O. COMPETITION—BAMBARA TROPHY

Abbotsinch just managed the odd try in their game with Lossiemouth and, as if in revenge for their Air Command Cup soccer defeat, it seemed pretty clear from the result that Ford achieved more than a narrow victory over Boscombe Down who, nevertheless, are to be congratulated on raising a XV for this tough competition.

Results for the first round are as follows:—Abbotsinch 3 v. Lossiemouth 0, Anthon 11 v. Arbroath 3, Brawdy 18 v. Bramcote 3, Ariel 3 v. Lee-on-Solent 16, Ford 58 v. Boscombe Down 0.

HOCKEY

AREA FESTIVALS

Area hockey festivals have so far been held at Ariel (Southern), Arbroath (Northern), Stretton (Midland). Points were scored on the basis of 2 for a win, 1 for a draw; results are as follows:—

Southern: Ariel, 4 points; Ford, 2; Lee, 0.

Northern: Arbroath, 4 points; Abbotsinch, 2; Lossiemouth, 0.

Midland: Anthon, 4 points; Stretton, 2; Bramcote, 0.

Results of the S.W. area festival and the semi-final of the H.A.C. K.O. competition will be given in the next issue.

R.N. Hockey—Inter Establishment K.O. Competition

Three teams who entered from the Home Air Command have been successful in the first round matches.

The following are the results to date:—

H.M.S. Ariel 3 v. H.M.S. Dryad 1, N.A.S. Yeovilton 10 v. H.M.S. Fishguard 2, N.A.S. Culdrose 6 v. Dodman Point 0.

Boxing—Command Novices and Trials

To save expense it was decided not to hold a Command Novices or Trials competition this year. Instead, the other home commands have agreed to incorporate entries from Royal Naval Air Stations within their geographical regions in their respective novices and trials competitions. This ensures that all promising boxers in the Command have the chance to be seen early in the season and those worthy of note will go forward to the R.N. trials at Portsmouth on October 31 and November 1.

HOME AIR COMMAND SAILING

Only one event of interest has taken place during October. As the last sailing contest of the season, two days of racing in Windfall yachts were arranged between a team representing the Home Air Command and a team composed of cadets and midshipmen of the Britannia Royal Naval College, Dartmouth. The races took place off the entrance to the Dart on Saturday and Sunday, October 13 and 14, using five of the college's 50 square metres and the Home Air Command's 50 square metre Sea Swallow, which broke its passage from the Helford River to the Solent specially for the occasion. On both days Harpie, the college's 75 square metre took part with a wardroom crew but did not count for points.

Saturday's race started at about 1445 under conditions of calm sea and light variable winds from southerly directions. Pegasus, with a Home Air Command crew, was first across the starting line and held the lead from Hawk and Leopard, both College manned, until well past the first mark. On the beat to the second mark Pegasus and Hawk stood on against the tide, whereas Leopard went about on a course which was nearly the mean course to the buoy. If the wind held, Leopard would make the buoy with only a short tack, but if it dropped Hawk would be more favourably placed. Pegasus had to decide which to cover. Taking the halfway course she covered Hawk for a period and then went about when the wind appeared to be freshening, but after one puff it died away. Hawk was able to round the second mark, followed about an hour later by Pegasus. Leopard and the three other boats drifted down tide and never recovered. As neither Hawk or Pegasus had any prospect of rounding the third mark, the race was abandoned.

On Sunday, the race was to have started at 0930 and was to have been a long one. However thick fog prevailed and a start was not possible until 1145 in a lumpy sea with a light easterly wind. Pegasus, this time with a college crew, started well and took the lead from Admiral Fisher in Leopard. A second Home Air Command crew in Hawk were third, the third H.A.C. crew in Sea Swallow finishing last. The course was short and triangular, three circuits, and although the sailing was pleasant, it could not be called an exciting race. All boats except the second and third college boats, kept their original places throughout, extending their distances apart as time went on, and the race finished: College—1st, 4th and 5th—11 points. H.A.C.—2nd, 3rd and 6th—10 points.

It was a very good week-end which both sides wish to make an annual event.

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Coaches depart from the R.S.H. Club every Friday at 4.30 p.m., and Saturday at 12.30. Seats may be booked at the bookstall of the club or with the hall porter at the Royal Sailors' Home Club, Queen Street, Portsmouth. Telephone No. 70281/2.

PLYMOUTH COMMAND

WINTER GAMES are now in full swing and it is possible to survey progress to date and to forecast the prospects for the coming winter. Preliminary skirmishes in all sports have been most heartening. There is every prospect of a very successful season and of a fruitful field for the Navy selectors.

Rugby Football

One has to go back to 1935/36 to find such a successful start to the season as Devonport Services are now enjoying, the record to date being: Played 10, won 7, lost 3, points for 163, points against 73.

The secret of success has been a large, intelligent pack of forwards, who shove well in the tight and heel cleanly from the loose mauls, thus providing a good supply of the ball for the outsiders.

The key to the attacking play which has been seen, is Marine Waddell from the I.T.C.R.M. at Stand Off Half. A powerfully built player, fast off the mark, and with a splendid eye for an opening, he has proved a magnificent link with his three quarters, and has given Marine B. Jones (R.M.B.) and M.(E) R. Williams (Orwell), the strong running centres, the openings they require.

P.O. Prosser (R.N.B.), Shipmate Copley (Dodman Point) and Cook (O) Morgan have been outstanding among the forwards. The last named player has contributed almost half the total points scored by his accurate goal kicking.

The Club in fact, is satisfied with all save one thing—attendances. These have been most disappointing and it is difficult to understand why people do not turn up to support their own Service team, when the football played is of the highest class.

What about it? There isn't a better bob's worth in the West Country than the entrance fee at the Rectory, so come along and give your shipmates the cheers they deserve.

Soccer

With a large proportion of last year's Command team available, the season was started confidently, and a workmanlike 7-3 victory over Truro City confirmed the mood of optimism. Unfortunately in the next game against Devon County, the forwards lost their shooting boots, and the Command crashed to a 2-6 defeat.

The annual Trafalgar Day charity match is to be played this year against a Royal Air Force team drawn from stations in Cornwall. Our traditional opponents, the Royal Marines, are otherwise engaged on the date selected by the R.N.F.A.

Outstanding Service teams have undoubtedly been R.N. Barracks and the Reserve Fleet. The former team has yet to lose a game in the Plymouth Combination and United Services Leagues. Waterloo for the Barracks arrived however, when the two teams met in the semi-final of the Navy Cup Competition. After missing at least four easy chances in the first half, the Barracks were unable to hold a fierce rally by the Reserve Fleet and were defeated 0-1.

Boxing

The boxing team is fortunate in having as trainer, Petty Officer Payne, who has recently returned from the R.N. School of Physical Training. Sessions have been keenly attended and prospects are good, though the likely departure for the Mediterranean of several of our best boxers in January, is causing some head scratching.

The season opened on October 2 and 3 with the Command Novices Championships and the Open Command Trials. The programme produced some keen boxing and two very good evenings entertainment. One of the most promising prospects in the open trials was welter-weight E.M. Dunlop of R.N. Barracks who beat his friend A.B. Knowles in the semi-finals, and scored a convincing second round knockout over N.A. Duggan (R.N.A.S. Culdrose) in the finals.

Other boxers who impressed were M.(E) Tucker and P.O.M.E. Crawford in the Open Light Heavy and Light-weight divisions, and the Feather-weight M.(E) McTurk. A close and hard fought contest was seen when Crawford met N.A. Poole (R.N.A.S. Brawdy). The latter, though beaten on points, showed a fine style and a variety of punching. A.B. Cassidy gave a good display to beat hard hitting Marine Chittle, who is now overseas with the 42 Commando.

Since the opening meeting, a promising boxer has joined us in the person of Ord. French, a Bantam-weight who won the Northern Ireland Inter Services title last season.

Cross-Country and R.N.A.C. (West)

The Command Short Course Cross-Country Championship was held on October 11 over a 4½ mile course at H.M.S. Raleigh. Twelve teams took part and the start was most impressive. The holders of the trophy, H.M.S. Thunderer, were unfortunately handicapped by lack of training, due to extended leave and courses, and H.M.S. Figgard "A" team, who ran a very fine race, came home comfortable winners with 52 points. Thunderer "A" team were second with 120 points and Raleigh third, with 137 points.

A most praiseworthy effort was that of L.S. Paton of H.M.S. Flatholm at Liverpool, who competed as an individual runner and who was the first man home in the excellent time of 27 min. 49.4 sec. Lieut. Tuck of I.T.C.R.M. was second (28 min. 6 sec.), and Sub-Lieut. Meadows of Thunderer was third (28 min. 30 sec.).

The event was of the greatest value as a trial to the R.N.A.C. (West) which has a comprehensive programme of cross-country and road events for the current season.

HOME FLEET

OWING TO the uncertainty of ships' movements, the sports programme for the Home Fleet Autumn cruise had to be considerably altered. However, between September 22 and October 12, when the following units assembled at Invergordon: Glasgow, Apollo, Daring, Defender, 6th Destroyer Squadron, 5th Frigate Squadron and Reward, a full sporting programme was successfully completed. Also in company were the Dutch cruiser De Zeven Provinciën and a number of N.A.T.O. submarines.

Rugby

The Unit knock-out competition for the Walter Emden Trophy was eventually won by Apollo and the 6th D.S., after an extremely hard-fought final, in which they defeated Glasgow and Reward by 8 points to 3. The game was notable rather for the zeal and energy of the players than any particular rugby skill.

Perhaps the unluckiest side were the Darings, who were defeated 6-0 by Glasgow and Reward in the semi-final. Had Delight, a particularly keen rugby playing ship, with a very useful back division, not had to leave for Portsmouth, the day before this match, the result might well have been very different.

Soccer

A Unit knock-out competition was run on a friendly basis and in the final Glasgow proved far too strong for Apollo and 6th D.S., winning 7-0. Glasgow look to be a better side than the one which narrowly lost to the 4th D.S. in the final of the King's Cup last spring and no doubt will make their presence felt on the soccer field when they arrive in the Mediterranean, later this year. The Darings who lost 2-0 to Glasgow in the semi-final also looked a likely team.

Hockey

A Unit knock-out competition on a friendly basis was keenly contested and there was little to choose between the sides.

Both semi-finals went into extra time, before the 5th F.S. beat Glasgow and Reward, 3-2 and the Darings beat Apollo and 6th D.S., 3-2.

In the final the match once more went into extra time before the 5th F.S. defeated the Darings by 3-1. The standard of play was notably higher in this match, helped no doubt by the improved conditions, the ground having dried out considerably, after a spell of dry weather. The winners should have been given plenty of encouragement by this success which should stand them in good stead next spring in Malta when they compete for the Caesar Cup.

Golf

On Saturday, October 6, the first golf match for the Fleet Cup, presented to the Invergordon Golf Club by the Home Fleet, for annual competition, was played for.

Nine pairs took part and playing level, the Fleet just won by 4 matches to 3, with 2 halved. It was a most enjoyable afternoon and it is hoped, the first of many more to come. Although only in its second year, the course is really beginning to play very well and the Fleet took full advantage of the generous terms offered to them by the Committee.

Cross-Country

The course had dried up considerably during the week prior to the race so that on the day the 85 competitors found the going very good.

Needless to say, they were more than well spread out by the time the last man had completed the 3½ mile circuit.

H.M.S. Glasgow and Reward scored an overwhelming victory, thanks mainly to the practice and training they had done as a team. No doubt the fact that they had been in alongside berths for part of the time helped them in this.

The individual placings were: 1st, A.B. Smith, H.M.S. Glasgow, (Time, 21 min. 45 secs.); 2nd, Mne Rabbetts, H.M.S. Glasgow, (Time 21 min. 58 secs.); 3rd, E.R.A. Barren, H.M.S. Defender, (Time, 22 min. 20 secs.).

The team placings were: 1st, Glasgow/Reward, (245 points); 2nd, Darings, (452 points); 3rd, 5th F.S., (570 points); 4th, 6th D.S., (723 points).

As usual, the Fleet thoroughly enjoyed their stay in Invergordon, and made full use of the splendid sports grounds and canteen facilities.

It was disappointing not to be able to hold the annual athletics meeting, but with only seven days available when the ships were in harbour during the period, it was not thought to be a practical proposition and ships preferred to concentrate more on the winter games.

RUGBY FOOTBALL

United Services (Portsmouth) R.F.C.

A QUESTION that has been asked frequently of late is "Who are these U.S. Saracens, Crusaders and Trafalgars?" The answer is simple, they are all part and parcel of the United Services R.F.C. During the summer the structure of the club was altered so that the main committee, should in future only organise the 1st and "A" XV. These other teams, all of equal status and administered by their own sub-committees, were formed to feed into the 1st and "A." These teams—Saracens, Crusaders and Trafalgars—are organised on a geographical basis, Saracens being those situated East of the harbour, Crusaders those West and Trafalgars from that vast establishment H.M.S. Collingwood. This system has on the whole got off to a good start—in fact at times a fourth junior side has been run—though it would be idle to pretend that there had been no teething troubles.

A Good Trial

An unprecedented number of players took part in the trials somewhere in the region of 170 possibilities being viewed over a period of ten days. From these trials it has been possible to produce strong reasonably balanced teams that are settling down and attempting to play open attractive rugby. Newcomers to the port or those who missed the trials and who now want to play for U.S. should either contact their establishment secretaries or Lieut. Badcock at R.N. Barracks, tel. No. DKYD 2864, or come along to the U.S. ground in Bunnaby Road any Monday or Thursday evening.

Surg-Lieut. J. N. G. Davidson has been elected club captain for the season and Commander R. S. L. Hammad is again in residence as club coach. The 1st XV season so far has been almost a complete replica of last as far as results are concerned, although the teams beaten were in fact stronger. London Irish, Northampton, Guy's Hospital and Devonport Services have all fallen victims to U.S.; Quins are the only team to have prevailed against a full strength U.S. U.S. Chatham also beat a much weakened side by four penalty goals to two tries.

The "A" XV have become a powerful well blended team and after losing its initial encounters has rarely even looked like being defeated. The Saracens, Trafalgars and Crusaders have just about broken even on results so far but they are now settling down and we hope will soon proceed to eat their opposition.

The club dinner is being held on November 10, after the London Scottish match, and it is hoped that all members of the club will be attending. Tickets can be obtained from any member of the committee.

See page 16
for
Classified
Advertisements

Inter Services Modern Pentathlon



Royal Navy "A" team

Photo: Gale & Polden Ltd.

THE INTER Services Pentathlon Championships took place at Aldershot between September 24 and 28. It was the first time that these Championships had been held on an Inter Services basis, with two teams from each service competing. A limited number of civilians are permitted to enter, and this places the Championships on a Great Britain level.

The Royal Navy entered two mixed teams of R.N. and R.M. personnel.

"Laffan" Team Trophy

For the first time ever the Royal Navy "A" team comprised of Sub-Lieut. D. A. Gunn, Mid. (R.N.V.R.) C. K. Peace, and Sgt. C. T. Rees, R.M., won the "Laffan" Team Trophy.

This was a particularly fine achievement, and to do this the team had to beat the prospective Melbourne Olympics team in the five events—riding, fencing, shooting, swimming and running.

In all these events, the team registered a good average and avoided the very heavy penalties suffered by individuals of the R.A.F. and Army teams in some events, by not succumbing to competition nerves in this very taxing four days.

The Navy horsemanship was of a high standard, and Mid. D. G. Simmonds of the "B" team won the Individual Trophy for this event, and the "A" team gained the highest team points, as they also did in the .22 pistol shooting event.

In the individual results Sgt. C. T. Rees, R.M. (I.T.C.R.M.), came second, Sub-Lieut. D. A. Gunn (H.M.S. Starling) fourth, and Mid. C. K. Peace (H.M.S. Maidstone) thirteenth.

If the R.N. and R.M. are to continue to do well in this sport in future the full support of those in authority will be required quite apart from a need for more enthusiasts.

Magnificent Challenge

This exacting pursuit offers a magnificent challenge to the young all-rounder of any rank, but the mental and physical effort and expense involved in the heavy training routine necessary requires active assistance by those in authority who can influence the facilities available to prospective pentathletes.

This is one sport at which the Royal Navy can hold its own without fear that National Service amateur talent can turn the scales as it has done in so many other sports, and it deserves all the encouragement which can be given it.

(Continued on page 10)

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SUBMARINE SOUVENIRS wanted for museum. Instruments, fittings, equipment purchased. Anything connected U-boats wanted.—Summers, Red Lion, Henley-on-Thames.

Laundry team of 5 unofficial Chinese will become available early November and wish to join ship commissioning for service in the Far East.

The team is very highly recommended by H.M.S. KENYA to whom application should be made.

MISCELLANEOUS

"SHIPWRECKED SAILORS" in Youth Club amateur show need white drill uniforms. Could anyone with unwanted repairable gear (small waists) help please? Postage paid or collected in London.—Box No. 47 "Navy News."

TAXIS. Ajax, Phone 4304, 71240, 24-hour service.—10 Hyde Park Road (close Guildhall).

WANTED

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SPORTS PAGE—continued

BOXING

Portsmouth Command Novices

STARTING ON Wednesday, October 10, there were 68 Novices entered for the Portsmouth Command Novices Boxing Championships, held at R.N. Barracks, Portsmouth. This, for the first time, included entries from the local air stations in addition to those usual Portsmouth ships and establishments.

Boxing was held on the afternoon of the 10th when the preliminaries were disposed of, some very exciting and close contests resulting.

The general public were admitted for the evening performance of the 10th, and thoroughly entertained throughout the semi-final bouts of this contest.

The finals evening produced some very good bouts which were decided as under:

Portsmouth Command Novices Championships, Results

Flyweight: J.E.M. Collins (Collingwood) beat Cook Hornby (Collingwood), points; Bantam: R.E.M. Golden (Collingwood) beat S.B.A. Worsfield (Haslar), points; Light heavy: S.B.A. Sweeney (Haslar) walk-over E.M. Edwards (Collingwood); Heavy: E.A.App. Hole (Collingwood) beat A.B. Hobby (R.N.B.), points; Feather: E.M. Hall (Collingwood) beat O.Tel. Dallas (Mercury), points; Light: M.E. Boom (Dolphin) beat N.A. Laverty (Daedalus), K.O. 1st round; Light welter: E.M. Nangle (Collingwood) walk-over N.A. Wass

(Daedalus); Welter: L./Sea. Cleary (Vernon) beat O./Sea. Bentham (Vernon), points; Light middle: N.A. Bailey (Daedalus) beat C.P.O. Wilson (Boscombe Down), points; Middle: A.B. White (Plover) beat E.A.App. Madgwick (Collingwood), points.

From these results, a list covering all the boxers required for the Portsmouth Command Boxing Club team was circulated to establishments and ships, for training and fixtures throughout the season.

UNITED SERVICES HOCKEY

The beginning of the season saw the United Services with only a few of last season's players available, but the trials brought to light several new faces and a gratifying measure of talent; and happily the majority of these faces were young ones.

As usual the club has been beset by its perennial handicap—the inevitable comings and goings which have already made it impossible for the same side to be fielded twice.

However, in the three matches which have so far been played, the results have been reasonably satisfactory, despite the fact that we are still without a win. Against a particularly strong Surbiton side, we lost 4—1; a fair result which went to show just how much fitter the whole side needed to become. Scorer for U.S. was Macdonald—a good goal in a lively finishing rally.

Fine Performance

On the 6th, we faced an almost equally strong United Hospitals side

CROSSWORD No. 25 SOLUTION OCTOBER, 1956

ACROSS.—1, Counterbalances. 8, Rounds. 10, Fold up. 12, Tenet. 15, Sidle. 17, Flair. 18, Nurture. 19, Reign on. 20, Hero act. 21, Startle. 22, Truce. 23, Drood. 24, Adowa. 27, Boding. 29, Bayern. 31, Elephants trunks.

DOWN.—1, Cards on the table. 2, Nun. 3, East. 4, Barn. 5, Left. 6, Nil. 7, Superintendents. 9, Underground. 11, Drawn at home. 13, Expert aid. 14, Extra show. 16, Emulate. 17, Fair aid. 24, Agra. 25, Omit. 26, Abet. 28, Imp. 30, You.

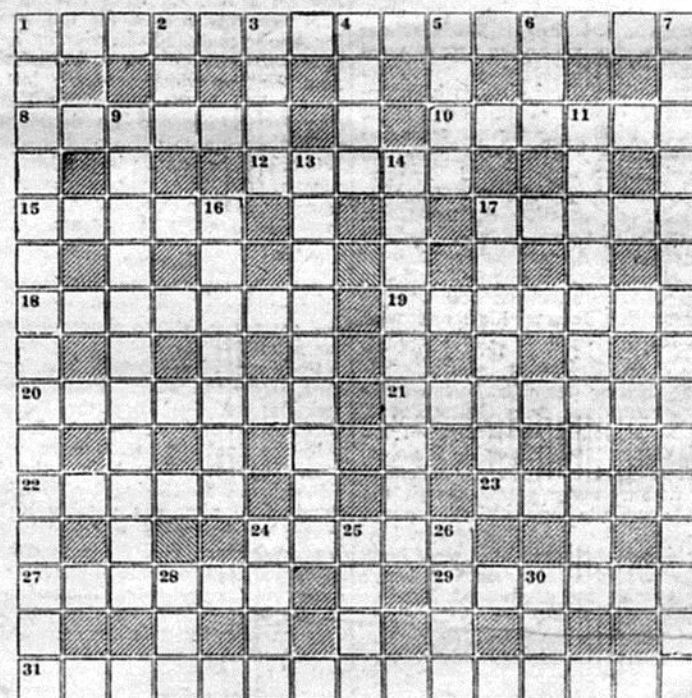
on our own ground, and the 4—4 draw we secured was a most pleasing result especially as U.H. were much the stronger side in the second half. Scorers were Hervey-Samuel (2), Macdonald and Repard—the last goal being a magnificently hit short corner.

On the 13th, we went to Beckenham, and there faced the strongest half-back line we are likely to meet this season. They held the U.S. forwards in a very strong grip, and we had to fight hard to avoid a heavier defeat than that of 4—2. Thanks, however, to sound goalkeeping by Burges and the tirelessness of centre-half Hamlyn U.S. kept in the game and managed to fight back well throughout.

The 2nd XI, after a 1—0 defeat at the hands of Boscombe returned to last season's form with a 10—1 victory over the Old Cranleighans 2nd XI—an excellent omen for the rest of their games this season!

Navy News Crossword No. 26

(Contributed from R.N. Air Station, Anthorn)



CLUES ACROSS

- Like the hesitant pedestrian on the zebra (2, 5, 8).
- But not a tug (6).
- Hurried before many to get an honour by chance (6).
- Flood which beheaded leaves a head (5).
- In return an order goes to the Canadian ship (5).
- Punish a meal? (5).
- Gun tune (anag. 7).
- Then people have nothing in their untidy fish baskets (7).
- Army formation affected by a bee for trial of flavour (7).
- The cost of an operation to remove a growth? (4, 3).
- Extent for grazing (5).
- The M.O. has his 6 ending (5).
- Not a straightforward eleven? (5).
- Near confusion with directors inside a retort (6).
- Esir (4, 2).
- Fairly priced (3, 3, 9).

CLUES DOWN

- A Haggard hero (5, 10).
- Covering of druggist (3).
- Dear in many letters (4).
- It has a feature out of the vertical (4).
- Two Army units in unusual company (4).
- See 23 across (3).
- Food unobtainable for lack of a penny in the nursery (6, 6, 3).
- Famous woman with a man's name (6, 5).
- Forty on the board? Only if top (6, 5).
- Figures, of which one is famous in U.S. military circles (9).
- Dark clout (anag. 5, 4).
- Before, poetically, a tiny one becomes a recluse (7).
- Shone (7).
- Ship of mythology (4).
- Animal ending in a number (4).
- Lake with a naval centre (4).
- With and without an ending (3).
- Signal letters (3).

Abel . . .

by D. B. Knight

